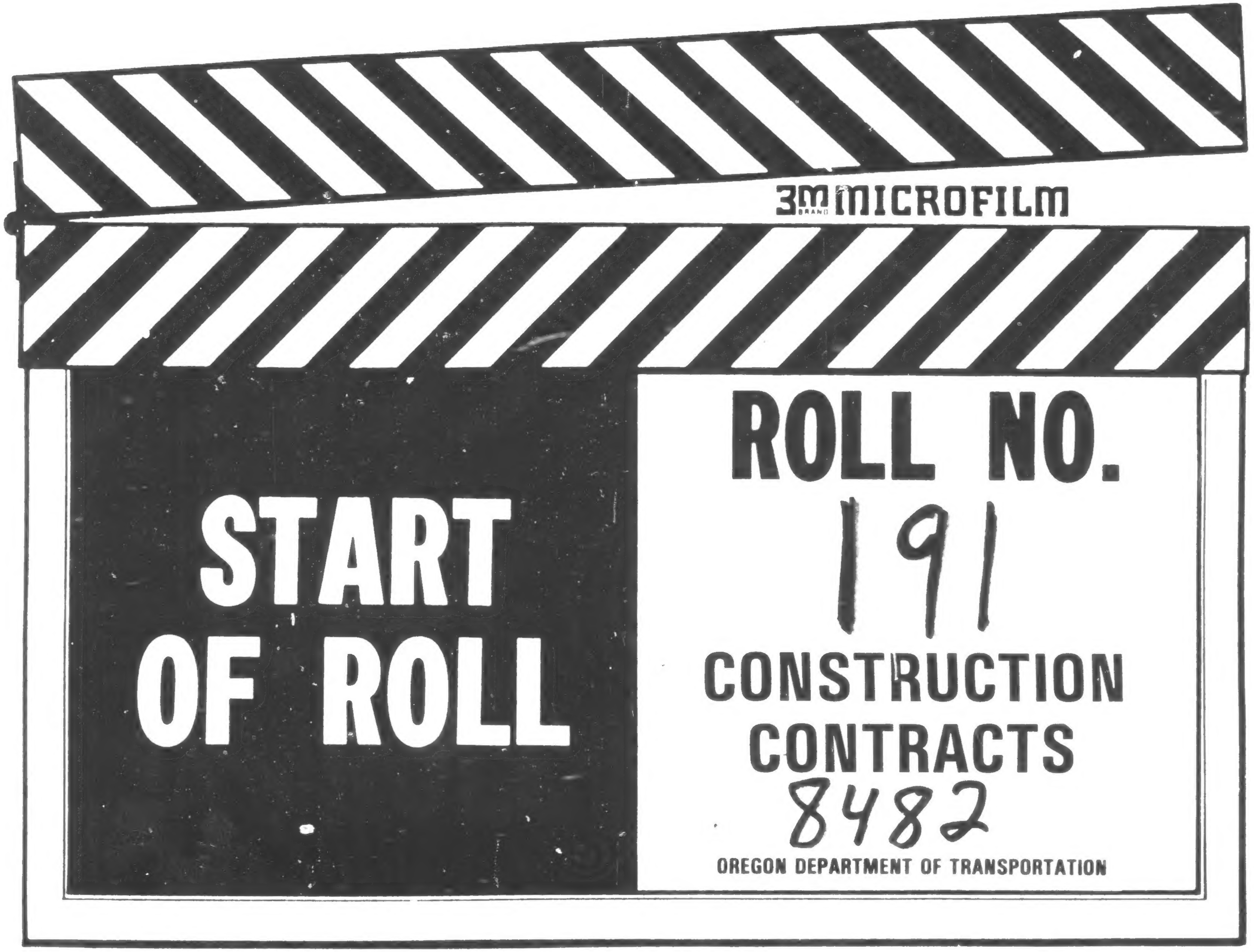

START OF ROLL

ROLL NO. 191

CONSTRUCTION CONTRACTS

8482

OREGON DEPARTMENT OF TRANSPORTATION

8482 Grants Pass-Applegate River 1977
Sec. of Redwood Hwy.
(Overlay)

#8482

STATE COPY

☆U.S. GOVERNMENT PRINTING OFFICE: 197 — 732-628

2

cc: State (H. S. Coulte

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

12-10-79

REGION NO. 10	REPORT NO. 2	COUNTY Josephine	DIVISION Oregon
DATE OF REPORT 9-13-76	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. F-17(2)
COMPLETION DATE None	ACCEPTANCE DATE BY CONTRACT AGENCY 8-21-78	TIME ELAPSED 123 %	CONTRACT TIME 200
APPROVED EXTENSIONS None	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
DEC 12 79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

12-12

GRANTS PASS-APPLEGATE RIVER SECTION
REDWOOD HIGHWAY
Paving

Project Description

The project provided for an asphaltic concrete overlay of the existing pavement and upgrading of existing guardrail and delineation.

Findings

My final inspection report recommended penalties for excessive non-specification A.C. material used on this project. The State has assessed penalties of $4,714 and $2,813 for Class "C" and "E" mixes, respectively.

Also, 46 days were charged liquidated damages at $150/day for a total of $6,900.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer — DATE 12/10/79	TITLE Field Operaitons Engineer — DATE 12/12/79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

State Copy

FORM APPROVED
OMB NO. 04-R-5724

RCS HNG-30-02

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

ALL — *To be completed by Washington Headquarters Personnel* — 2 | 4 | 5 | 8 | 9 | 12 | 13 | 15 — 16 | 18 | 19 | 22 | 23 | 24 | 25 | 27 | 28 | 30 | 31 | 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE ★ Oregon 8482	COUNTY Josephine	FEDERAL PROJECT NO. ★ F-17(2)	URBAN ( ) ★ RURAL (X)	

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY	BRIDGE *(Over 20 ft.)*	
CARD A		CONSTRUCTION TYPE CODES		6201		DATE STARTED ★ 9-8-77
	20	FINAL CONSTRUCTION COST★	DOL.	752,403		DATE COMPLETED ★ 12-6-77
	21	LENGTH OF PROJECT	MILES	6.432		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor – See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
	30	LABOR ★ *(Roadway and Bridges Combined)*		TOTAL MAN HOURS 7,677	GROSS EARNINGS 91,837
CARD B	22	TOTAL COST OF ALL MATERIALS & SUPPLIES ★	DOL.	423,636	
	9	PETROLEUM PRODUCTS ★	GAL.	91,532	
	1	CEMENT	BBL.	1,420	
CARD C	2	AGGREGATES PURCHASED	TON.	45,000	
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	637,250	
	4	LUMBER	THSD. BD. FT.	--	
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	--	
	8	STRUCTURAL STEEL	LB.	--	
	10	EXPLOSIVES	LB.	--	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	21	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	--	
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	2,965	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	801	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 | 52 | 53 | 61 | 62 | 70

CARD	CULVERT ITEMS		
	ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
CARD H	6	CORR. STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
		12"	125
		18"	608
CARD M	26	CAST IRON PIPE	

★ MUST BE REPORTED ON ALL REPORTS

REVIEWED BY:

DATE:

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(Rev. 6-78)

#8482

August 2, 1979

The Travelers Indemnity Company
707 SW Washington Street
Portland, OR 97205

Gentlemen:

A post-final payment for $1,181.44 will be made to J. C. Compton Co. on Contract No. 8482 for paving on the Grants Pass-Applegate River Section of the Redwood Highway in Josephine County as soon as the warrant is prepared.

The total amount paid on this contract will be $743,510.67 including the post-final payment. Of the total $3,163.53 is for force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

cc: J. C. Compton Co.
P.O. Box 86
McMinnville, OR 97128

Hansen & Rowland, Inc., of Oregon
1311 NW 21st
Portland, OR 97209

bc: C. T. Keasey
Walt Hart
Alfred Shirley

FKN/mdd

#8482

Form 81-734-3030

FILE: CON 5 #8482

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 1, 1979

M Glenn

FROM: M. D. Glenn
Quality Control Engineer

TO: ~~MEMO~~ TO FILE

SUBJECT: Grants Pass-Applegate River
FAP No. F-17(2)
Contract No. 8482
Recomputed Price Adjustment for
Non-Spec. A.C. Mixtures

The price adjustment for non-spec Class "C" and Class "E" mixtures has been recomputed in accordance with our March 1978 agreement with the FHWA.

Bid Item	Amount P.A. #3 Revised	Recomputed Amount
#10 - Class "C" A.C. Mixture	$4,714.63	$5,687.53
#11 - Class "E" A.C. Mixture	2,813.85	2,939.27
Totals	$7,528.48	$8,626.80

The difference in amounts is $1,098.32. The amount to be credited to the project on a nonparticipating basis is $549.16.

RECEIVED
STATE HWY ENGR
AUG 2 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

MDG:fr

Att.

cc: H. S. Coulter/Att.
FHWA/Att.
James Gix
Ron Busey
Bob Church/Att.
John Jenkins
Jim Kinns - Accounting
Test Files

8482

SUMMARY of FAILING TESTS RESULTS for 'C' BIT MIX

Class (B, C, E, PMBB)

BI. # 10

FHWA Recompute

McGlenn 7/30/77

NTS Pass - Applegate Rider

SHIFT AVERAGE OF TESTS

Out	100 "3/4" Ave	Out Specs	98 " 1/2" 95 100 Ave	Out Specs	60 " 1/4" 56 64 Ave	Out Specs	27 #10" 23 31 Ave	Out Specs	12 #40 8 16 Ave	Out Specs	4.0 #200 20 6.0 Ave	Out Specs	SE. LL. PI Ave	Out Specs	5.6 Asphalt 5.1 6.1 Ave	Out Specs	MIX USED	AGGREGATE In Mix 100-Col 9 %	AGGREGATE In Mix Col. 11x12/100 Tons	AGGREGATE Out Specs Sum of Col. 1-7 %	AGGREGATE Out Specs Col. 13x14/100 Tons	ASPHALT Out Specs Col. 10x11/100 Tons	SE. LL. PI Out Specs
1		2		3		4		5		6		7		8	9	10	11	12	13	14	15	16	17
					82	18	40	9							4.7	0.4	360	95.3	343.08	27	92.63	1.44	
															4.7	0.4	503	95.3	479.36	—	—	2.01	
					68	4									4.7	0.4	574	95.3	547.02	4	21.88	2.30	
					72	8									4.7	0.4	646	95.3	615.64	8	49.25	2.58	
					65	1									4.7	0.4	501.92	95.3	478.33	1	4.78	2.01	
					71	7	32	1							5.8	-	1035	94.2	974.97	8	78—	—	
					67	3									5.8	-	1139	94.2	1072.94	3	32.19	-	
					68	4									5.8	-	931	94.2	877.—	4	35.08	-	
					70	6									5.8	-	1239.07	94.2	1167.02	6	70.03	-	
					73	9	34	3							5.7	-	1535	94.3	1447.50	12	173.70	-	
					53	3	22	1							5.7	-	557.60	94.3	525.82	4	21.03	-	
					70	6									6.0	-	1080	94.0	1015.20	6	60.91		
					65	1									6.0	-	1896.05	94.0	1782.29	1	17.82		
																TOTALS	11970.64	66.6%			657.30	10.34	

REDUCTION IN PRICE

spec Aggre Gradation = 657.30 Tons @ $7.30 = $4798.29

c. Asph. Content = 10.34 Tons @ $86.00 = 889.24

Total = $5687.53

$5687.53 - $4714.63 / 2 = $972.90 / 2

$486.45

Contract No. 8482

SUMMARY of FAILING TESTS RESULTS for 'C' BIT MIX

FHWA - Recompu
McGlenn

Class (B, C, E, PMBB)
BI. # 10

Section Grants Pass - Applegate Rider

SHIFT AVERAGE OF TESTS

Sieve Size	Test No		3/4" (100)		1/2" (98) 95 100		1/4" (60) 56 64		#10" (27) 23 31		#40 (12) 8 16		#200 (4.0) 20 6.0		SE. LL. PI		Asphalt (5.6) 5.1 6.1		MIX USED	AGGREGATE In Mix 100-Col 9	AGGREGATE In Mix Col. 11x12/100 Tons	AGGREGATE Out Specs Sum of Col. 1-7	AGGREGATE Out Specs Col. 13x14/100 Tons
Date		Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs					
1977		1		2		3		4		5		6		7		8	9	10	11	12	13	14	15
9-20	1						82	18	40	9							4.7	0.4	360	95.3	343.08	27	92.63
	2																4.7	0.4	503	95.3	479.36	—	—
	3						68	4									4.7	0.4	574	95.3	547.02	4	21.88
	4						72	8									4.7	0.4	646	95.3	615.64	8	49.25
	5						65	1									4.7	0.4	501.92	95.3	478.33	1	4.78
9-21	6						71	7	32	1							5.8	-	1035	94.2	974.97	8	78-
	7						67	3									5.8	-	1139	94.2	1072.94	3	32.1
	8						68	4									5.8	-	931	94.2	877.-	4	35.0
	9						70	6									5.8	-	1239.07	94.2	1167.02	6	70.03
9-22	10						73	9	34	3							5.7	-	1535	94.3	1447.50	12	173.7
	13						53	3	22	1							5.7	-	557.60	94.3	525.82	4	21.0
9-23	14						70	6									6.0	-	1080	94.0	1015.20	6	60.9
	15						65	1									6.0	-	1896.05	94.0	1782.29	1	17.8
TOTALS																			11570.64	66.6%			657.

REDUCTION in PRICE

Non-Spec Aggr. Gradation = 657.30 Tons @ $7.30 = $4,798.29
Non-Spec. Asph. Content = 10.34 Tons @ $86.00 = 889.24
Total = $5,687.53

$5687.53 - $4714.63 = $9
2
$486.45

5482

SUMMARY of PAVING TESTS RESULTS for "C" BIT. MIX
Class (B, C, E, PSMEB)

s PASS- APPLEGATE RIVER

RECOMPUTED 12-12-78 by McGlenn

SHIFT AVERAGE OF TESTS

	1/2		1/4		#10		#40		#200				SL. LL. PI		Asphalt		MIX USED	AGGREGATE				ASPHALT	LL
	%		56 % 64		23 % 31		%		%		%				5.1 % 6.1			In Mix		Out Specs		Out Specs	Out %
	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		100-Col 9	Col 11x12 / 100	Sum of Col 1-7	Col 13x14 / 100	Col 10x11 / 100	Col 8x11
																		%	Tons	%	Tons	Tons	Tons
1		2		3		4		5		6		7		8	9	10	11	12	13	14	15	16	17
	} 1st two tests W/O Penalty														~~4.7~~	~~0.4~~	~~360~~						
															~~4.7~~	~~0.4~~	~~503~~						
			68	4											4.7	0.4	574	95.3	547.02	4	21.88	2.30	
			72	8											4.7	0.4	646	95.3	615.64	8	49.25	2.58	
			65	1											4.7	0.4	501.92	95.3	478.33	1	4.78	2.01	
			71	7	32	1									5.8	-	1035	94.2	974.97	8	78.00	-	
			67	3											5.8	-	1139	94.2	1072.94	3	32.19	-	
			68	4											5.8	-	931	94.2	877.00	4	35.08	-	
			70	6											5.8	-	1239.07	94.2	1167.02	6	70.03	-	
			73	9	34	3									5.7	-	1535.	94.3	1447.50	12	173.70		
			53	3	22	1									5.7	-	557.60	94.3	525.82	4	21.03		
			70	6											6.0	-	1080	94.0	1015.20	6	60.91		
			65	1											6.0	-	1896.05	94.0	1782.29	1	17.82		
															TOTALS		11,134.64				564.67	6.89	

PRICE REDUCTION

564.67 × $7.30 = $4,122.09
6.89 × $86.00 = $592.54
$4714.63

OK

17,972.63
- 863
17,109.63 × 0.15 = 2,566.44 Tons non-spec allowable for substantial conformance

copy plus other substantiating data with price agreement.

8482

SUMMARY of FAILING TESTS REPORTED for "C" BIT MIX
Class (B, C, E, PMEB)

GRANTS PASS- APPLEGATE RIVER

~~RECOMPUTED~~ 12-12-78 by MG

Sieve Size	3/4	1/2 % Ave	1/2 % Out Specs	1/4 56-64 % Ave	1/4 Out Specs	#10 23-31 % Ave	#10 Out Specs	#40 % Ave	#40 Out Specs	#200 % Ave	#200 Out Specs	% Ave	% Out Specs	SE, LL, PI Ave	SE, LL, PI Out Specs	Asphalt 5.1-6.1 Ave	Asphalt Out Specs	MIX USED	AGGREGATE In Mix 100-Col 9 %	AGGREGATE In Mix Col. 11x12/100 Tons	AGGREGATE Out Specs Sum of Col. 1-7 %	AGGREGATE Out Specs Col. 13x14/100 Tons
1977	1		2		3		4		5		6		7		8	9	10	11	12	13	14	15
9/20 (1)				1st two tests W/O Penalty												~~4.7~~	~~0.4~~	~~360~~				
(2)																~~4.7~~	~~0.4~~	~~503~~				
(3)				68	4											4.7	0.4	574	95.3	547.02	4	21.88
(4)				72	8											4.7	0.4	646	95.3	615.64	8	49.25
(5)				65	1											4.7	0.4	501.92	95.3	478.33	1	4.78
9/21 (6)				71	7	32	1									5.8	-	1035	94.2	974.97	8	78.00
(7)				67	3											5.8	-	1139	94.2	1072.94	3	32.19
(8)				68	4											5.8	-	931	94.2	877.00	4	35.08
(9)				70	6											5.8	-	1239.07	94.2	1167.02	6	70.03
9/22 (10)				73	9	34	3									5.7	-	1535.	94.3	1447.50	12	173.70
(13)				53	3	22	1									5.7	-	557.60	94.3	525.82	4	21.03
9/23 (14)				70	6											6.0	-	1080	94.0	1015.20	6	60.91
(15)				65	1											6.0	-	1896.05	94.0	1782.29	1	17.82
															TOTALS			11,134.64				564.67

PRICE REDUCTION

564.67 × $7.30 = $4,122.09
6.89 × $86.00 = $592.54
$4714.63

OK

17,972.63
− 863
17,109.63 × 0.15 = 2,566.44 tons non-spec allowable for substantial conformance

Submit original copy plus other substantiating data with price agreement.

3482

NTS PASS-APPLEGATE RIVER

SUMMARY of FAILING TESTS RESULTS for "E" BIT MIX

Class (B, C, E, PMBB)

FHWA Recompute
7-31-77

SHIFT AVERAGE OF TESTS

	1/2"		3/8"		1/4"		#10		#200				SE. LL. PI		Asphalt		MIX USED	AGGREGATE				ASPHALT	SE. LL. PI
	100		93		60		11		5 incl. 1% Cement						6.0			In Mix		Out Specs		Out Specs	Out Specs
	%		89 % 97		56 % 64		7 % 15		2 % 6		%				55 % 65			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x11 / 100	Col. 10·11 / 100	Col. 8x13
Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons	Tons	Tons
1		2		3		4		5		6		7		8	9	10	11	12	13	14	15	16	17
									1.0	-1.0					6.2	-	659.8	93.8	618.9	1.0	6.2	–	–
					65	+1.0									6.3	-	890.2	93.7	834.1	1.0	8.3	–	–
					68	+4.0									6.0	-	2316.3	94.0	2177	4.0	87.1	–	–
					72	+8.0									6.0	-	1066	94.0	1002	8.0	80.2	–	–
					65	+1.0									6.0	-	1142	94.0	1074	1.0	10.7	–	–
					47	-9									6.0	-	1740.7	94.0	1636.3	9.0	147.3	–	–
														TOTALS			7,815	30.6%			339.8		

Reduction in Price

-Spec Gradation Aggr. · 339.8 × $8.65 = $2,939.27

$$\frac{\$2{,}939.27 - 28.13.85}{2} = \frac{\$125.42}{2} = \$\underline{62.71}$$ Credit to project

Contract No. 8482 SUMMARY of FAILING TESTS RESULTS for "E" BIT MIX
Class (B, C, E, PMBB)

FHWA Recomp
McWilliams 1-3

Section GRANTS PASS-APPLEGATE RIVER

		SHIFT AVERAGE OF TESTS																	MIX USED	AGGREGATE			
			100		93		60		11		5	ind. 1% Cement					6.0			In Mix		Out Specs	
Sieve Size	TEST No		1/2"		3/8"		1/4"		#10		#200				SE. LL. PI		Asphalt			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100
		%	%		89–97		56–64		7–15		2–6		%				5.5–6.5			%	Tons	%	Tons
Date	No.	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs					
1977		1		2		3		4		5		6		7		8	9	10	11	12	13	14	15
9/26	1										1.0	-1.0					6.2	-	659.8	93.8	618.9	1.0	6.2
9/29	5						65	+1.0									6.3	-	890.2	93.7	834.1	1.0	8.3
9/30	8						68	+4.0									6.0	-	2316.3	94.0	2177	4.0	87.1
10/3	12						72	+8.0									6.0	-	1066	94.0	1002	8.0	80.2
"	13						65	+1.0									6.0	-	1142	94.0	1074	1.0	10.7
	14						47	-9									6.0	-	1740.7	94.0	1636.3	9.0	147.3
																TOTALS			7815	30.6%			339.8

Reduction in Price

Non-Spec Gradation Aggr. • 339.8 × \$8.65 = \$2,939.27

$$\frac{\$2{,}939.27 - 28.13.85}{2} = \frac{\$125.42}{2} = \$\underline{62.71}$$ Credit to project

482

SUMMARY of FAILED TESTS RESULTS for "E" BIT MIX
Class (B, C, E PMBB)

ITS PASS - APPLEGATE RIVER

PRICE REDUCTION based on Constr. office's recomputed tonnages taken from Material Receipt Books. K. Berg 10/6/78

	SHIFT AVERAGE OF TESTS																MIX USED	AGGREGATE				ASPHALT	
	100		93		60				5 - Inc. 1% Cement						6.0			In Mix		Out Specs		Out Specs	Out
	1/2"		3/8"		1/4"		#10		#200				SE. LL. PI		Asphalt			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	Col. 10x11 / 100	Col. 8x13
	%		89 % 97		56 % 64		7 % 15		2 % 6		%				5.5 % 65			%	Tons	%	Tons	Tons	Tons
	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs							
		2		3		4		5		6		7		8	9	10	11	12	13	14	15	16	17
	1st Two Tests Allowed to get into spec's																~~659.8~~						
																	~~890.2~~						
	OK																~~579~~						
	OK																~~846~~						
					~~65~~	~~+1~~	OK - MAJORITY in spec's - SEE Test #6										~~890.2~~						
	OK																~~2413~~						
		-	~~86~~	~~-3~~	~~51~~	~~-5~~	~~9~~	~~+2~~	TEST REJECTED BY INSPECTOR as not representative						~~5.3~~	~~-0.2~~	~~869~~						
					~~68~~	~~+4~~											~~1447~~						
					68	+4		TEST #8 represents combined Tonnage of TEST #7 & 8 and							6.0	–	2316	94.0	2177	4.0	87.1		
	OK	so majority of mix out of specs.															~~1898~~						
	OK																~~1244~~						
	OR																						
					72	+8									6.0	–	1066.2	94.0	1002.2	8.0	80.2		
					65	+1									6.0	–	1192.0	94.0	1073.5	1.0	10.7		
					47	-9									6.0	–	1740.7	94.0	1636.3	9.0	147.3		
															TOTALS		6264.9	24.5%			325.3		

n Spec Aggr gradation = 325.3 Tons x $8.65 = $2813.85

25,539.88 x 15% = 3,831 Tons max non-spec for sustantial Compliance.

py plus other substantiating data with price agreement.

Contract No. 8482 SUMMARY of FAILI TESTS RESULTS for "E" BIT MIX

Class (B, C, E PMBB)

Section GRANTS PASS - APPLEGATE RIVER

PRICE REDUCTION base
office's recomputed
taken from Material
Books. K. Berg 10/6/

	SHIFT AVERAGE OF TESTS																							
			100		93		60				5 - Inc. 1% Cement						6.0							
Sieve Size	TEST No		1/2"		3/8"		1/4"		#10		#200				SE. LL. PI		Asphalt		MIX USED	AGGREGATE				ASP
	%		%		89 % 97		56 % 64		7 % 15		2 % 6		%				5.5 % 6.5			In Mix		Out Specs		
Date	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	Col
1977		1		2		3		4		5		6		7		8	9	10	11	% 12	Tons 13	% 14	Tons 15	
9/26	1		1st Two Tests Allowed to get into spec's																~~659.8~~					
	2																		~~890.2~~					
9/27	3		OK																~~579~~					
	4		OK																~~846~~					
9/29	5						~~65~~	~~+1~~	OK- MAJORITY in spec's - See Test #6										~~890.2~~					
	6		OK																~~2413~~					
9/30	~~7~~			-	~~86~~	~~-3~~	51	-5	9	+2	TEST REJECTED BY INSPECTOR as not representative						~~5.3~~	~~-0.2~~	~~869~~					
	~~8~~						~~68~~	~~+4~~											~~1447~~					
9/30	8						68	+4	TEST #8 represents combined Tonnage of TEST #7 & 8 and								6.0	–	2316	94.0	2177	4.0	87.1	
	9		OK		so majority of mix out of specks.														~~1898~~					
10/1	10		OK																~~1244~~					
	11		OK																					
10/3	12						72	+8									6.0	–	1066.2	94.0	1002.2	8.0	80.2	
	13						65	+1									6.0	–	1192.0	94.0	1023.5	1.0	10.7	
	14						47	-9									6.0	–	1740.7	94.0	1636.3	9.0	147.3	
																	TOTALS		6264.9	24.5%			325.3	

Non Spec Aggr gradation = 325.3 Tons x $8.65 = $2,813.85

25,539.88 x 15% = 3,831 Tons max non-spec for sustantial Compliance.

Submit original copy plus other substantiating data with price agreement.

#8482

Form 81 734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 26, 1979

FILE: CON 5 #8482

FROM: M D Glenn
M. D. Glenn
Quality Control Engineer

TO: Ron Busey
Resident Engineer

SUBJECT: Grants Pass-Applegate River
FAP No. F-17(2)
Contract No. 8482
Emerson Page's Letter of
January 5, 1979

At long last is the answer to your memo of February 28, 1979.

Item 1 - The 1975 guidelines do not state the "initial period" will be the 1st shift. The guidelines state, "Normally an initial period of time, generally not over one shift, will be allowed to make corrections as necessary to meet the substantial compliance to specification requirement."

The initial period at one time (pre-1973) was the first two shifts. This was reduced in 1974 to "generally not to exceed one shift" and during the construction season of 1975 was further reduced to the period represented by the first two tests if both were failing. This reduction in length of the initial period resulted from the large quantities of non-spec materials being produced by several contractors without attempting to get into specs. The J. C. Compton Company was one of the worst offenders.

In reply to Mr. Page's statement, they were not penalized for the first two tests on 9/20 and 9/26. We were consistent in using the two test criteria on start up for both the Class "C" and Class "E" mixtures. The primary difference was that five tests were taken on 9/20 and only two on 9/26. The second test on 9/26 was passing.

Item 2 - Reference is made to page 5 of the 1975 guidelines under Acceptable Testing Criteria: "In general, substantial compliance to the specifications shall be based on the average of the test results per shift or partial ----. However, it should be understood that the greater majority of the material produced for that shift or portion thereof must be within the specified limits." None of the material produced on 9/21/77 was within the specified limits. Consequently all deficiencies and the tonnages represented were considered in computing the reduction in price.

He is correct in stating the test results did not fluctuate from one side of the specs to the other. Results were consistently out in one direction with an excess passing the 1/4" sieve.

Item 3 - Reference is again made to the second sentence on page 5 of the guidelines under Acceptable Testing Criteria. On 9/22/77, there were 4,035.6 tons of Class "C" mix incorporated into the project. The quantity of non-spec mix represented by tests Nos. 10 and 13 amounted to 2,092.6 tons. The quantity represented by tests 11 and 12 was 1,943 tons. As the greater majority of the material produced was not in specified limits, the reduction in price was computed on all of the material represented by failing tests. The reverse occurred on 9/29/77 when the greater majority of the material produced was within specified limits and therefore no reduction in price was assessed.

Item 4 - I do not know why more tests were not taken. You can probably answer better than I. I presume it was due to plant only operating 6.5 hours on 9/23 instead of the 10 to 12 hours it operated on other days when 4 to 5 tests were taken. As it takes approximately 2 hours per test, it would appear one more test would have been possible.

Reduction in prices are based on field test results, as they are used for control and acceptance of the mix, not the laboratory tests. There is not a substantial overall difference between the field and laboratory tests. Compare laboratory tests for field tests 1 and 3. The results of field and laboratory tests are considered within testing tolerances.

Item 5 - Again refer to the second sentence under Acceptable Testing Criteria relating to the requirement that the greater majority of the material must be within specified limits. The test results indicate the nonspecification material was consistently due to an excess passing 1/4" sieve and an in and out of spec limits did occur during the 9/29 and 9/30 period.

Item 6 - The tonnage represented by tests is the sum of the quantities produced midway between tests unless the exact time and tonnage amount is noted on the plant report when a significant plant correction is made to get into specification limits.

We did follow our guidelines. They have been discussed with Mr. Page on several occasions and the significance of the conscientious contractor utilizing the initial period to get into specs and of producing more than 50 percent of the mix within the specified limits during a shift explained to him. The last time was at our December 12, 1978 meeting with him when most of these same items were reviewed and explained to him. If the six of us representing the State at that meeting were unable to clarify these items to his satisfaction, I do not know who to refer him to.

The reduction in the price for the Class "C" mix was reduced by $1,019.08 following our December 12 meeting. No further concessions regarding this matter are considered justified.

MDG:fr

cc: H. S. Coulter (w/att.)
James Gix
Jim Wilson (w/att.)

RECEIVED
STATE HWY ENGR
JUL 30 '79
REFER TO
FOR

Info	Inves	R:D	D:R	Sign	Act	File
						✓

TO Ken Berg DATE 2-28-79

Here are copies of the last two letters from Compton regarding PA #3 on Grants Pass - Applegate. I was mistaken and copies were not sent to you. In discussing this with Jim Cox he felt we should get input from your office before we reply

SIGNED Ron Berry

PLEASE REPLY HERE

TO ______ DATE ______

SIGNED ______

NOTE – INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES. EXTRACTS CARBON, RETAINS TRIPLICATE. RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P. O. BOX 86 McMINNVILLE, OREGON 97128

January 5, 1979

RECEIVED
MAR 1 1979
CONSTRUCTION BRANCH
Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inlees
Widmer
Gebauer
Church

Ron Busey, Resident Engineer
Oregon State Highway Division
P. O. Box 267
Grants Pass, Oregon 97526

RE: Contract No. 8482
Grants Pass—Applegate River

Dear Sir:

Receipt of your correspondence and revised Price Agreement #3 of December 26, 1978 is acknowledged.

In order that we can act upon this now thrice presented proposed penalty we are unwilling to act upon this until we are afforded answers to the following:

1. Since the 1975 Guidelines were used, why are we being penalized on the "initial period" which is the "first shift"? We maintain we should not be penalized for 9/20/77 of the "C" Mix. This would be consistent with your not penalizing for the "first shift" of the "E" Mix on 9/20/77.

2. On 9/21/77 the average ¼" tests amounts to 69 or 5 outside the high limit. The average for the #10 is 31 which is within the limit of 31. Consequently the 4091.93 net tons placed X 5 = 204.6 subject to penalty. Your total amounts to 215.3 tons penalized. The tests did not fluctuate from one side to the other and are consequently not subject to individual penalty.

3. On 9/22/77 you have penalized us for test 10 & 13. Test 11 & 12 were not averaged by you. By including 11 & 12 the ¼" was 62 and the #10 was 27 both within the limits. No penalty is in order based upon the fact that substantial fluctuation on both sides did not occur in either the ¼" or #10 tests. The average was well within the limits.

4. On 9/23/77 you took 2 tests, #14 & #15. Failures were indicated yet the testing was not accelerated as required by your guidelines. Lab test #77-13124 shows test 14 was within specs. Since the field and lab tests differ substantially, we must reason that both 14 and 15 are not subject to a penalty.

5. On 9/30/77 there were two tests made of the "E" Mix. We were penalized on the one test taken in the field. This is not in keeping with the guidelines that require two failing tests in consecutive sequence to establish the material as non-specification. Consequently the 9/30/77 penalty of 87.08 tons should be disregarded.

6. In your plant reports there is an item "tons represented". Please advise as to the method used in determing this figure.

In summary it would appear from your guidelines and your method of calculations that the correct proposed penalty should be as follows:

Class "C" non-spec. aggregate

9/21/77 204.6 Tons @ $7.30 = $1,493.58

Class "E" non-spec aggregate

10/3/77 238.17 tons @ $8.65 = $2,060.17

$3,553.75

Please be assured that we do not necessarily agree such a penalty be due the contractor. We are only attempting to follow your guidelines with your figures. We do not wish to imply that we subscribe to either.

We would appreciate your responding to each of the six areas. If you cannot explain, please advise as to who we can refer th problem to for a clarification.

Sincerely,

J. C. COMPTON COMPANY

By:
Emerson B. Page

EBP:ca

#8482

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P. O. BOX 86
McMINNVILLE, OREGON 97128

December 26, 1978

Carroll Keasey, Construction Engineer
Oregon State Highway Division
504 Executive House
Salem, Oregon 97310

RE: A.C. Penalty — Contract #8482

Dear Sir:

As you know, we had a meeting in your office on December 12, 1978 concerning your proposed penalties on the referenced project. Your staff, the region construction engineer, the job resident engineer, the Department of Transportation materials engineer, and two of the contractor's representative discussed the questions:

Specification 105.03

accpt 5-1
Pre

The contractor questioned the authority for the penalty and you advised that Specifications 105.03 of 1974 Specifications allowed the penalty. We questioned you as to who "the engineer" was in this case. You advised that Coulter was the engineer but that actually you were the engineer as well as the people on your staff as well as the region and as well as the resident engineer. You left the impression that "the engineer" referred to in the specifications is identified when the problem matter is identified. In other words "the engineer" is not a particular individual but is a figure of speech to describe an individual or group the Division may so deligate. This deligation of authority, if we understand you properly, is now being done without the knowledge of the contractor. Our company, as well as others, have always looked to the resident engineer as the administrator of the contract.

It would appear that the administration of contracts is being administered by "committees" rather than by an individual. Even the State Highway Engineer sometimes refers contract problems back to the resident engineer. To say the least, it is a frustrating situation to do business with the Division under the present type of administration. The term, "the engineer" as it appears in the specification, has taken on the image as a badge of authority to hide behind rather than for an individual with the ability and guts to intelligently make a decision. The resident engineer is fast becoming an endangered species.

Guidelines

This term "guidelines" is consistently used in conversation and correspondence. It is conspicuous by its absence in the contract provisions.

The Division, together with the Asphalt Pavement Association and AGC have discussed for several years material control and penalties with regards to crushing and asphaltic and Portland Cement mixes. Our organizations were of the opinion this was to be a mutual agreed set of guidelines. The "guidelines" have been unilaterally published by the Division.

Unbeknown to many contractors, the Division has a set of guidelines for the use of the Division personnel only. As you stated, this is not for the use of the contractor but it is an in-house set of rules as to how to penalize. As we understand from you, the engineer on the job is to use the guidelines to the letter in calculations to determine the penalty. No judgement on his part is consequently required. Only the proper interpretation is required. Your Salem staff will provide this interpretation.

With regards to Contract #8482, you were asked whether the 1975 or 1977 guidelines were used. You told us the guidelines that were used were a "combination". Mind you, this penalty calculation was still being made over a year after the alleged specification deficiency, and people in Salem were making these decisions.

You have "guidelines" that are for your use only although they adversely affect the contractor. Your engineers are inconsistant in figuring your "guideline" penalties. As a group, your engineers in the field are just as confused as the contractors. We have concluded the penalty decisions are made by your Salem staff. This results in wasted questioning with the resident and region level. The "buck-passing" never seems to end. If your staff is going to make the decisions, let them make it timely and face-to-face with the contractor.

The above two areas have reached the point where corrective action and mutual understanding is necessary. We feel that the Division has no other way to go than to improve in its administration of contract construction. We should get back to building highways rather than stairways to lofty careers.

Sincerely,

J. C. COMPTON COMPANY

By:
Emerson B. Page

EBP:ca

cc: Fred Klaboe ✓
H. S. Coulter

#8482

December 26, 1978

J. C. Compton Company
P. O. Box 86
McMinnville, OR 97128

Attention: Emerson B. Page

Time Extension Request
Grants Pass-Applegate River
Contract No. 8482

Gentlemen:

The Contract Claims Review Board considered your appeal for a time extension on the above project and has recommended the request be denied as being without basis under the contract and further finds that the reason for late project completion was contractor controlled scheduling of the work.

I concur with the recommendation and your request for additional time in which to complete this project is denied.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ji

bc: R. L. Schroeder
Alfred Shirley
C. T. Keasey
Ron Busey

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8482

Salem, Oregon

December 21, 1978

O. B. Jackmond

FROM: O. B. Jackmond, Secretary
Contract Claims Review Board

SUBJECT: Time Extension Claim
Grants Pass-Applegate River
Contract No. 8482

TO: H. S. Coulter
State Highway Engineer

The Contract Claims Review Board met on December 12, 1978 to hear a claim of the contractor, J. C. Compton Company. All Claim Board members were present. The contractor was represented by Messrs. Emerson Page and Don Hoffman. The State Highway Division was represented by Region Construction Engineer Jim Gix and Resident Engineer Ron Busey.

This contract was awarded February 28, 1977 with 200 calendar workdays allowed for completion. A total of 246 calendar workdays were required to complete the project and the contractor has been assessed 46 days of liquidated damages at $150.00 per day for a total of $6,900.00. The contractor submitted a formal request for time extension which was denied by you on April 20, 1978. Subsequently, after additional exchanges of correspondence, the contractor requested this hearing before the Claims Review Board.

The basic elements of the contractor's appeal to the Board were that the overlay project was completed in the same season desired by the State; that the State did not sustain damages as a result of the delay; and that the State was at fault for not returning subcontracts in a timely fashion. The contractor states that both parties were at fault and that he would overlook the late return of subcontracts if the State would forgive the liquidated damages. The contractor stated that the reason for the late move-in of his paving plant was that it was tied up on a project in the State of Washington.

The State's position was given substantially as follows:

. The State did suffer damages due to the late completion. Engineering costs would have been less if the project had been completed on time, i.e., guard rail was staked twice, local inspection personnel planned for the project were not available when the project was done and inspection personnel had to be imported from Roseburg.

The return of the guard rail subcontract did not in fact delay the project. These were inadvertently filed in the Resident Engineer's office but were in fact available to the contractor at any time. Most guard rail materials for this project were either salvaged or were furnished by the State and were available for use at any time.

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STATE HWY ENGR
DEC 22 '78
REFER TO
FOR

Info	Inves	R/D	D.R.	Sign	Act	File

The real reason of the delay in project completion was due to the contractor's own scheduling. In fact several schedules were submitted, each indicating a delayed start of paving operations.

Having considered the data presented, it is the unanimous recommendation of the Claim Review Board that this time extension be denied as being without basis under the contract. In reaching this decision, the Board concluded that the State's delay in returning the guard rail subcontracts did not in fact delay the project and that the true cause of delay was the contractor selected scheduling of the work.

A rough draft response to the contractor is attached for your consideration.

OBJ:fr

Att.

cc: R. L. Schroeder
Jack Sollis
Dave Moehring
Larry Rulien
Vern Skoog
Alfred Shirley
Ron Busey

8-521 12 8

R/D

To: J.C. Compton

Att'n.: Emerson Page

~~Not sent~~ Handled by phone 12-11-78

Re: Request for Claim Review Board Hearing
Non-Specification Asphaltic Concrete
Grants Pass- Applegate River Section
Contract No. 8482

As stated in my letter of December 5, 1978, it is my desire to process through the Review Board only those items that we have been unable to resolve at a lower level. At this time the Construction Branch does not have sufficient information to determine precisely the basis and quantity of your claim and hence has not had the opportunity to evaluate the claim and either recommend a settlement or determine the true areas of dispute.

I have therefore requested the Construction Branch to review this matter with you, the Region and the Resident at 10:00 A.M. on Tuesday, December 12, 1978 in the Construction office. My ~~Hopefully you can~~ desire is to provide you an opportunity towards the earliest practicable ~~resolution~~ resolution in this matter.

Should you be unable to make the above meeting, please contact Mr. C.T. Keasey and make other arrangements.

cc: C.T. Keasey
Alfred Shirley
Ron Busey

#8482 5

December 5, 1978

Mr. Emerson B. Page
J. C. Compton Company
Post Office Box 86
McMinnville, OR 97128

Dear Mr. Page:

Request for Claim Review Board Hearing
Non-Specification Asphaltic Concrete
Grants Pass-Applegate River Section
Contract No. 8482

Your request for a Contract Claim Review Board hearing regarding a price reduction for non-specification asphaltic concrete on this project appears to be premature. I can appreciate your desire to resolve any disagreements at the earliest possible time. It is my desire to process through the Board only those items that we have been unable to resolve to a contractor's satisfaction at a lower level.

According to our procedures for claim type problems, you should provide the Resident Engineer with appropriate notice and details of your claim. The Resident Engineer, in turn, will evaluate the claim and arrange reviews and meetings with the Region and Construction offices. After this, if the claim remains unsettled, it would then be appropriate to request a hearing before the Contract Claims Review Board.

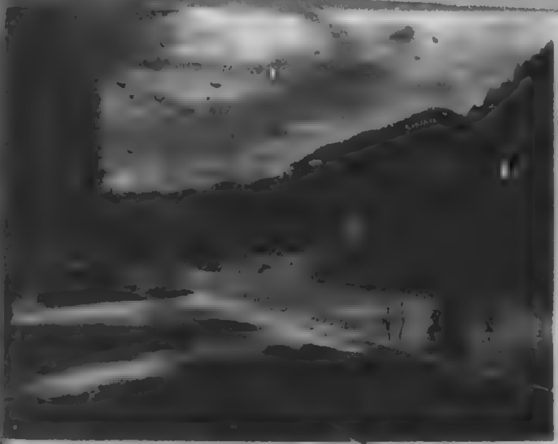
I am sorry that this cannot be handled at the December 12 meeting.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

bc C. T. Keasey
Alfred Shirley, Jr.
Ron Busey



PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction — *General Contractor's*

P. O. BOX 86 — McMINNVILLE, OREGON 97128

RECEIVED
STATE HWY ENGR
NOV 30 '78
REFER TO
R Casey
FOR
Info	Inves	R/D	D/R	Sign	Act	File
					✓	

November 28, 1978

State Highway Engineer
Oregon State Highway Division
Salem, Oregon 97310

RE: Contract No. 8482
Grants Pass—Applegate River

Dear Sir:

In order to save time, we are writing to you direct in order that you may initiate the required action.

We are scheduled to meet, 1:15 a.m., December 12th with the Claims Review Board. This meeting concerns the question of a time extension. Recently a $8,547.12 penalty has been inflicted with regards to non-specification asphaltic concrete. Our challenge has been denied.

We request the asphaltic concrete question be included on the agenda.

Sincerely,

J. C. COMPTON COMPANY

By:
Emerson B. Page

EBP:ca

cc: Ron Busey

1 Keesey K — RECEIVED — Richards
2 Jackmond g — Berg
Hopkins — NOV 30 1978 — Inlose
Williams — Widmer
Johnson — CONSTRUCTION — Gebauer
3 Glenn — BRANCH — Church

#8482

PHONE: 472-4133
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P. O. BOX 86 McMINNVILLE, OREGON 97128

October 26, 1978

H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RE: Time Extension Request
OSHD Contract #8482
Grants Pass—Applegate

Dear Mr. Coulter:

We are in receipt of your letter of September 20, 1978 wherein you further deny our requested time extension.

As we have previously stated, we question damage of $6,900.00 to the State. Mr. Gix's letter of September 5, 1978 paints a distorted picture such as "poorer quality of work done late in the season" and "road users were denied the use of a completed facility for 46 days in this instance". Admission of "poor work" and flat statements that the public was denied the use for 46 days are emotional untruths without fact.

We would appreciate your reconsidering this request favorably. Otherwise, by this letter we will request a review by the appropriate board or commission.

Sincerely,

J. C. COMPTON COMPANY

By: ______________________
Emerson B. Page

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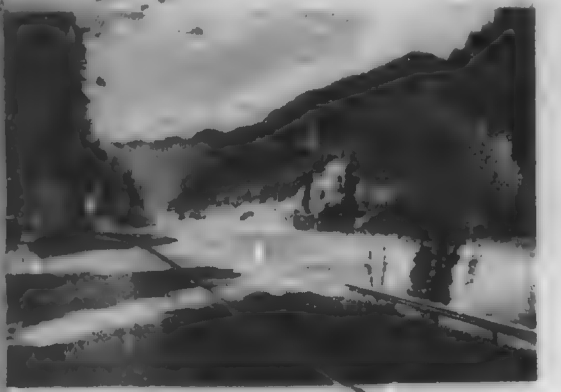
STATE HWY ENGR
OCT 27 '78
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign Act ✓ File

EBP:ca

Enclosure

8482

9



PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractors*

P. O. BOX 86 McMINNVILLE, OREGON 97128

October 2, 1978

Mr. Ron Busey, Resident Engineer
Oregon State Highway Department
P. O. Box 267
Grants Pass, Oregon 97526

RE: OSHD Contract #8482
Grants Pass—Applegate

Dear Sir:

Receipt of your proposed Price Agreement No. 3 in the total amount of $4,164.67 is acknowledged. This concerns alleged non-specification Class "C" and Class "E" asphaltic concrete. The project was completed a year ago.

We understand that a set February, 1975 "Guidelines For Acceptance or Rejection of Construction Materials" was used by you to make the proposed penalty. You have included a copy of these guidelines for our use. We are assuming the "guidelines" is a product of the Oregon State Highway Division although no indication is made as to the authorship. Please cite in the contract wherein we are required to abide with these guidelines. From the guidelines you have used, together with your figures, we have the following comments:

Initial Corrective Period: We were penalized for 2/3 of our first days run. The guidelines indicate that an "initial period" will not be penalized and that an initial period is "not over one shift". This would imply one shift.

Consequently penalties of material produced on our first day September 20, 1977 should not be considered.

Gradation Calculations: On September 22, 1977 your arithmetic is in error. The ¼" should total 248 ÷ 4 = 62 which is o.k. This would reflect the sum of the complete shift. Your calculations only take in the sum of 3 tests, rather than the 4 test taken. The same type of error occurred on the October 3, 1977 test.

Asphalt Calculations: It appears that your asphalt content was determined other than through tank stickings. The guidelines are clear that "tank measure for each shift" will be used in computing deductions. No deductions, consequently, should have been made. Rotorex testing is not acceptable for penalty purposes.

Report Acknoledgement: The signature of our plant operator on the plant report signifies that he "looked" at the report. As to what was on the report at the time of his signature is unknown since "Lab. Checks" could not have been on until after receipt from the Salem Lab. Having the plant operator's signature is not proper notification with the guidelines which say "the contractor or his representative is to be immediately informed" if the material is out of specification. Our designated representative was not given this information. First receipt was made under your correspondence of September 7, 1978, one year later.

Rejected Material: Your September 29, 1977 plant report indicated "52 tons of mix was not weighed across the scales but was rejected". Statements like this make us wonder about the credibility of your testing procedures.

Lab Check: Is this the sample results as run by Salem? If so, shouldn't they be the same as the field tests? Please explain as we may be missing a point.

Conclusion: We do not agree with the proposed penalty for the following reasons:

1. Penalties are being assessed by your following the definite "guidelines" outside the contract. The proposed penalty is not a judgemental decision of the engineer.

2. We should not have been penalized on the initial start up period.

3. Arithmetic and asphalt calculations are faulty thus bringing the testing process under suspicion.

4. Although there is a place to indicate whether the mix did or did not meet specification, you did not so indicate.

We cannot rely upon the accuracy of your testing. We do not feel your samples are representative. Consequently, we feel that since we were not given a timely opportunity to stop our operations or to replace the material or to call for testing of "back-up" samples, the proposed penalty is arbitrary and self-serving.

Sincerely,

J. C. COMPTON COMPANY

By: Emerson B. Page

EBP:ca

cc: Fred Klaboe ✓

10/5
please discuss w/
JSC

RECEIVED
STATE HWY ENGR
OCT 04 '78
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
DOT OPERATIONS
OCT 03 '78
REFER TO
Coulter
FOR
Info Inves R/D D/R Sign Act File

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

CON 5

Emerson B. Page
J. C. Compton Company
P. O. Box 86
McMinnville OR 97128

September 5, 1978

J.C. COMPTON CO.
RECEIVED
SEP 7 1978

Dear Mr. Page:

I have a copy of your letter to Ron Busey of August 28, 1978 requesting a response to your letter of April 25, 1978. I agree with Ron Busey that your letter of April 25, 1978 did not ask for any specific action nor did it require a response.

Since you feel it is necessary, I will respond that I do not agree with your conclusions.

1. The state was damaged by the prolonged time in additional engineering costs and poorer quality of work done late in season.
2. The timeliness of the administration of a consent to a subcontract had no real bearing on the prosecution or completion of this contract.
3. The purpose of a time limit is to produce a product within the time limit specified. Road users were denied the use of a completed facility for 46 days in this instance.

If the analysis sent to you by Mr. Busey does not answer your questions, I would assume you intend to pursue the matter in a different form since the request for time extension was denied.

Cordially,

JAMES J. GIX
Regional Construction Engineer

jjg/cw

cc C. T. Keasey
Ron Busey

8482

September 20, 1978

J. C. Compton Company
Post Office Box 86
McMinnville, OR 97128

Attention: Emerson B. Page

[redacted]

Time Extension Request
Grants Pass-Applegate River Section
Contract No. 8482

In response to your letter of September 13, this time extension request has been reviewed.

My April 20 letter was based on an analysis of your original request and considered the various items identified in that request. No additional time was granted since no delays occurred that were for bona fide reasons beyond the control of the contractor.

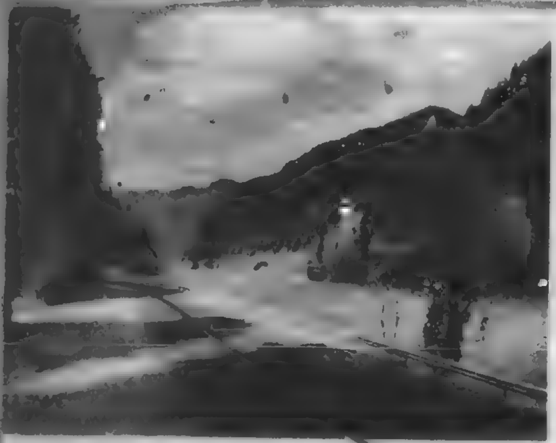
Your request for reconsideration contains no data not previously considered and no additional time is granted. The election to do aggregate crushing from March 16 to July 7, 1977, and no other work until September 20, 1977 was your election and was the substantial reason for using excess time to complete this project.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc C. T. Keasey
Alfred Shirley, Jr.
Robert Church
Ronald Busey



PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P. O. BOX 86 McMINNVILLE, OREGON 97128

September 13, 1978

Keesey RECEIVED Richards
Jackmond Berg
Hopkins SEP 14 1978 Inloes
Williams Widmer
Johnson CONSTRUCTION Gebauer
Glenn BRANCH Church

M. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon 97310

RE: Time Extension Request
Grants Pass—Applegate River
Contract #8482

Dear Sir:

Your letter of April 20, 1978 denied us a requested time extension. The same correspondence suggested that any further questions be presented to the Resident Engineer or Region Engineer.

By our letter to the Resident Engineer on April 25, 1978 we explained that the guardrail sub-contractor did not order his material since he was awaiting his sub-contract. The State did not send us the approval until September 12, 1977. Your specifications does not allow sub-contractors to perform until they have a sub-contract approved by the State. Mr. Gix indicates that this has no bearing on the completion but it would be rather difficult for a guardrail sub-contractor to prosecute without materials.

As explained, the project was finished in a timely fashion with little interruption to the traveling public and no additional expense to the State

Your reconsideration will be appreciated.

Sincerely,

J. C. COMPTON COMPANY

By: E. B. P.
Emerson B. Page

RECEIVED
STATE HWY ENGR
SEP 14 '78
REFER TO
[illegible]
FOR

Info	Inves	R/D	D.R	Sign	Act	File

EBP:ca

Enclosure

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P. O. BOX 86
McMINNVILLE, OREGON 97128

August 28, 1978

Ron Busey, Resident Engineer
Oregon State Highway Division
P. O. Box 267
Grants Pass, Oregon 97526

RE: OSHD Contract #8482
Grants Pass--Applegate River

Dear Sir:

On April 25, 1978 we wrote to you regarding the $6,000. assessment proposed by H. S. Coulter. His denial suggested further questions be referred to you.

As of this date, four months later, we have had no response from you or the region. Such delays are becoming more common with the Highway Division.

Please advise as to the status of this request.

Sincerely,

J. C. COMPTON COMPANY

By: ______________________
Emerson B. Page

EBP:ca

cc: James J. Six
Carroll Keasey

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P. O. BOX 86
McMINNVILLE, OREGON 97128

April 25, 1978

Ron Busey, Resident Engineer
Oregon State Highway Division
P. O. Box 267
Grants Pass, Oregon 97526

RE: OSHD Contract #8482
Grants Pass—Applegate River
Redwood Highway

Dear Sir:

We have received a 100% denial of our request for a 46-day time extension on the subject project. This would result in a $6,900.00 assessment. We feel that this is unfair and consequently should be reconsidered. H. S. Coulter, State Highway Engineer has directed us to contact you if we have further questions concerning this matter.

We do not feel that the State has been "damaged" by this proposed amount. In fact, other than the total elapsed time, your crew had very little to do with our project until the 20th of September when we started the job. Up until that time you were only concerned with checking the local supplier's aggregate and the normal weekly day-count paperwork and monthly estimates. The preponderance of work was performed by us between September 20, 1977 and October 6, 1977 for a total calendar day count of 17. This was the drainage, paving and shoulder aggregates which was what the job was all about.

The guardrail items were not started until October 3, 1977 and were installed during the 46-day overtime period. The guardrail sub-contractor, Husky Fence Co., rightfully did not choose to order his material until he had a list from you and until he had an approved sub-contract.

An approved material list was compiled "after staking in the field" and forwarded to the sub-contractor and received September 9, 1977. The sub-contract was forwarded to us September 12, 1977. Until this time (9-12-77) no sub-contract had been finally processed and consequently no material could have been ordered.

You have indicated that when we didn't have the approved sub-contracts we should have been responsible and so advised you. We did advise you on September 12th and you discovered that the sub-contracts approved in Salem had never been forwarded. In fact, the sub-contracts themselves still do not show any evidence of approval or rejection. The Oregon Highway Division is one of the few public bodies that still holds to this antiquated requirement.

In conclusion we feel the 46-day extension should be allowed because:

1. The State was not damaged due to the prolonged time.
2. The State was not timely in the administration of its sub-contractor requirements and consequently caused delay that prevented ordering of required materials in time to finish the project within the allowed time.
3. The purpose of the time limits is to complete a project within a certain time-frame. The 200 days allowed was obviously figured with the intentions of finishing the work within the 1977 paving season. This was done and the mission was successful.

We feel the State received the product they bargained for within the planned 1977 paving season. We do not feel we should be penalized.

This is forwarded to you with the idea that it become a part of our original request for this extension.

Sincerely,

J. C. COMPTON COMPANY

By:
Emerson B. Page

EBP:ca

cc: Alfred Shirley, Jr.

bc: Husky Fence

8482 8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 12, 1978

U.S. National Bank
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company
Contract 8482

This project has been finalled. The $40,000.00 deposit in lieu of retainage may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: J.C. Compton Company

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

Form 734-3122 (Rev. 7-77)

8482

9

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractors*

P. O. BOX 86
McMINNVILLE, OREGON 97128

September 6, 1978

Oregon State Highway Division
Department of Transportation
Salem, Oregon 97310

RE: Highway Division Invoice #125016
Contract No. 8482
Grants Pass—Applegate River
Redwood Highway

Gentlemen:

Enclosed is our check in the amount of $8,611.52 due per your Final Estimate No. 8.

Be advised that we presently are questioning the validity of certain deductions made on this contract. Consequently, by accepting this final estimate we do not waive our rights to submit additional claims in accordance with the contract.

Sincerely,

J. C. COMPTON COMPANY

By: ______________________
Emerson B. Page

CC: C. W. Head ✓
C. T. Keasey

EBP:ca

cc: Ron Busey
Copeland Sand & Gravel

Enclosure

11

RECEIVED
11 1978
[illegible]

NOTED
R. J. HACEK

NOTED
C. W. HEAD

Vin - check for $8,611.52
went to [illegible]

8472

8

September 5, 1978

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

Contract No. 8482 awarded to J. C. Compton Co. for paving on the Grants Pass-Applegate River Section of the Redwood Highway in Josephine County was completed on December 6, 1977, and accepted by the State Highway Engineer on August 30, 1978.

The total contract amount is $742,329.23 including $3,163.53 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Hansen & Rowland, Inc., of Oregon
1929 Georgia Pacific Bldg.
Portland, OR 97204

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8482

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

July 19, 1978

~~U.S. National Bank~~
~~McMinnville Branch~~
~~P.O. Box 600~~
~~McMinnville, OR 97128~~

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company
Contract 8482

Retainage requirements on this project have been reduced to $10,000.00. There presently is $40,000.00 deposited in lieu of retainage. $30,000.00 may be released or transferred to other projects.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: J.C. Compton Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

Form 81 734-[illegible]

6482 6-1-78

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A‌ND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-17(2)

STATE PROJECT NO. See below

COUNTY NAME Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe, Chief of Operations,
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
2/2/77	5/8/78	Primary 17
		STATE ROUTE NUMBER: Primary 25

GENERAL LOCATION:
Grants Pass-Applegate River

GENERAL DESCRIPTION OF WORK:
Install plastic pavement markers

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ONXXXXXXX
XXXXXXXXXFORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 5/8/78 as requested in Mr. Keasey's letter of 5/24/78 as being in the public interest for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $450, Federal funds $387.

NOTED
F. B. [illegible]

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6/1/78	G. K. Hossner	for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976--626-787

8482

8

April 20, 1978

J. C. Compton Company
1305 Lafayette
Post Office Box 86
McMinnville, OR 97128

Gentlemen:

Time Extension Request
Grants Pass-Applegate River Section
Contract No. 8482

Your request for a 46-day time extension on this project has been carefully reviewed and is denied. We note minimum project activity from March 16 to July 7, 1977 and then no activity until September 20, 1977.

Should you have further questions in this matter, please contact the Resident Engineer or the Region Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc C. T. Keasey
Bud Shirley
Robert Church
Ronald Busey

FORM 81-734-3030

FILE: CON 5 #8482

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 17, 1978

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Grants Pass-Applegate River
Contract No. 8482

TO: H. S. Coulter
State Highway Engineer

The contractor on the subject project, J. C. Compton Company, has requested a time extension of 46 calendar workdays on this project to eliminate all liquidated damages. The pertinent contract time data is as follows:

Contract awarded	February 28, 1977
Workday count started	March 16, 1977
Work completed	December 6, 1977
Calendar workdays allowed	200
Calendar workdays used	246

Six reasons for time extension are offered by the contractor. None of these had a bearing on the excess time used to complete the project. The contractor crushed the paving aggregate from March 16 to July 7, 1977 and no other activity occurred until September 20, 1977, just 11 days prior to the expiration of time. It is clear that the excess time was required by the contractor's own scheduling of the work.

It is recommended that the request be denied. A rough draft reply to the contractor is attached.

OBJ:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
APR 18 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

E-330 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 20, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 246 days, within which to complete our Contract No. 8482, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached sheet:

Respectfully submitted,

J C COMPTON CO
Contractor

By

CONSENT OF SURETY

Date 1-26, 1978

We, The Travelers Indemnity Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

H. McMillan
H. McMILLAN Attorney-in-fact

(SEAL)

Countersigned by
HANSEN & ROWLAND, INC. OF OREGON
[illegible]
Resident Agent
Portland, Oregon

By
Resident Agents For Oregon

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8482 Contractor J. C. Compton Company

Highway Redwood

Section Grants Pass - Applegate River

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~**GRANTED**~~. The reasons for such recommendation are as follows:

Recommended for Approval:

Regional Engineer

O. B. Jackmond For
Construction Engineer ~~or Bridge Engineer~~

H S Coulter
State Highway Engineer

Contract No.	8482
Project designation	Fed. F-17 (2) State-Federal
Date awarded	Feb. 28, 1977
Work started	March 16, 1977
Per cent completed	100% 12/6/77 Date
No. of Workdays Allowed	200
No. of Workdays Used	246
No. of Added Workdays Requested	46

SP*67065-734

1. Delay in receiving approval from Oregon State Highway Department on subcontracts with Husky Fence.

2. Delay in guardrail material deliveries from manufacturers.

3. Two week delay in getting Oregon State Highway Department inspection on guide post at Portland manufacturers plant.

4. Guide post shipped from manufacturer without reflectors and none available until Nov. 18, 1977.

5. Delays caused by problems in staking for guardrail placement.

6. One week delay due to County Fair Traffic.

In veiw of the above facts and circumstances we are requesting an additional 46 days time

482

25

Salem, Oregon
April 3, 1978

Fred Eriksen
Design Engineer Supervisor

Ron Busey
Resident Engineer

Grants Pass-Applegate River
Redwood Highway
Josephine County

I read your "As Constructed Narrative Report" with considerable interest. The plans for this job had the "little detail" calling for a bevel on the edge of the overlay thickness. This is the first time, to my knowledge, we have tried that treatment. It was hoped that this would work and eliminate the need for shoulder aggregate.

Your experience with "beveling" the edge indicates we did not, in the end result, save anything since Maintenance forces will have to add shoulder aggregates.

FE:ab
CC: Alfred Shirley, Jr.

Versteeg ✓
Christensen DDC
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
APR 04 1978
ENGINEERING
SECTION

Trout
Do Not File
Return To
Bring Up / /
Action

8-8?

9

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-14-78

FEDERAL AID PROJECT NO.
17(2)

STATE PROJECT NO.
See Below

COUNTY NAME
Josephine

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70120

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
2-2-77	11-23-77	Primary 17 Primary 25

GENERAL LOCATION:
"Grants Pass - Applegate River Section"

GENERAL DESCRIPTION OF WORK:
Adjust permanent signing and update

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~
~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 11-23-77, as requested in Mr. Keasey's letter of 3-1-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No 2 is approved for TEC NTE $2,000, Federal funds $1,700.

NOTED
F. B. KLABOE

Swan
3-17

DATE
3-14-78

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Adminisrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68)
WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8482

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Grants Pass - Applegate River

WEEK ENDING: December 17, 1977

SECTION PREFIX: 17-1086

HIGHWAY: Redwood

COUNTY: Josephine

NAME OF JOB: Grants Pass - Applegate River

KIND OF WORK: Paving

CONTRACTOR: J. C. Compton Company

CONTRACT NUMBER: 8482

FEDERAL AID PROJECT NUMBER: F 17 (2)

DATE OF CONTRACT: February 28, 1977

DATE WORK STARTED: March 16, 1977

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 200

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 246

PERCENT OF TIME ELAPSED: 123

PROJECT AUTHORIZATION: $ 871,194.68

EXCLUSIVE OF ENGINEERING: $ 802,113.16

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 802,113.16

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

ENGINEERING AUTHORIZATION: $ 69,081.52

ENGINEERING COST TO DATE: $ 59,900.00

PERCENT OF AUTHORIZATION: 87 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 94

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86

DATE PROJECT WAS COMPLETED: December 6, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					6.23
MILES PARTIALLY COMPLETED					
MILES COMPLETED			(Shld.Agg.)		6.23
TOTAL ESTIMATED QUANTITIES (CONTRACT)			560 Cu.Yd.		42,390 Ton
TOTAL QUANTITIES CORRECTED TO DATE			1,119 Cu. Yd.		43,512 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			1,119 Cu.Yd.		43,512 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
RECEIVED
DEC 19 1977
CONSTRUCTION SECTION
Richards
Glenn
Berg
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No work. Work completed 12-6-77

Expect to submitt semi-final by 1-6-78

This will be the last weekly report on this project.

SIGNED Ronald V. Busey LOCATION Grants Pass

Resident Engi [illegible]er

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGE AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

8482 8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

November 1, 1977

U.S. National Bank
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews,
Gen. Loan Officer

Re: J.C. Compton Company

Safekeeping receipt 152207 for savings certificate 333539 maturing November 25, 1977 for $50,000 has been received.

This increases the deposit for contract 8482 from $13,000 to $40,000 and for contract 8533 from $27,000 to $50,000.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Supervisor

JJK:mm

cc: J.C. Compton Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

RECEIVED
OCT 31 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#71172 8482 TRA 33-9

Form 81-734-3580

Oregon State Highway Division

REPORT OF MOTOR VEHICLE ACCIDENT OBSERVED OR INVESTIGATED BY EMPLOYEES

☒ FATAL
☐ NON-FATAL

Date of Accident 10-19-77
Time of Accident 0610 (A.M. or P.M.
Name of Driver PRICE, STEPHEN ROBIN
Name of Deceased (if any) SHORES, KELLY
Date of Field Investigation 10-20-77
County Josephine
Highway Name Redwood
Highway Number 199 Route
General Location Two miles Southwest of Grants Pass
Mile Post 2
Posted Speed 50

Check Appropriate Items:

Type of Culture
- __ Heavy
- X Moderate
- __ Light
- __ None

Surface Condition
- __ Dry
- X Wet
- __ Snow or ice
- Heavey Fog (Other)

Grade (in direction of Vehicle's travel)
- X Level
- __ Hillcrest
- __ Approx. __% descending
- __ Approx. __% ascending

Lighting
- __ Daylight
- __ Dawn or Dusk
- __ Darkness Illum.
- X Darkness, non-Illum.

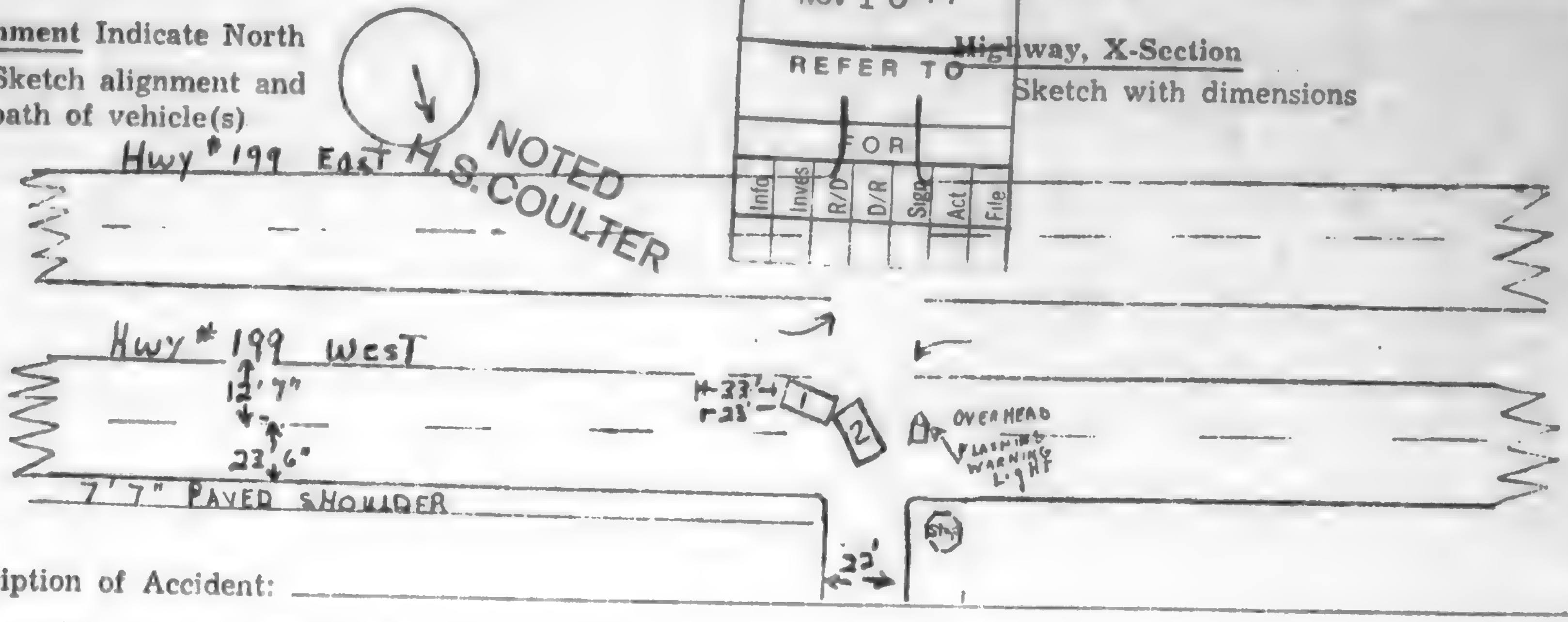
RECEIVED
STATE HWY ENGR
NOV 18 77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

Alignment Indicate North
Sketch alignment and path of vehicle(s)

Highway, X-Section
Sketch with dimensions



Description of Accident:

Driver #2 was SouthBound on Dowell Rd and Had stopped at the stop sign at the intersection of Hwy 199 He waited For a West Bound Vehicle. The Vehicle Turned North on to Dowell Rd. and Driver #2 checked For other traffic and started in The Intersection. As He Entered The intersection A Vehicle appeared out of the Fog. He Felt the vehicle was Travelling at a High rate of speed. He had no time To Take any Defensive maneuvers

11-17-77 copies to: H.S. Coulter, Jack Sollis (with pictures)

MAINTENANCE ENGINEER
RECEIVED
(USE REVERSE SIDE IF MORE SPACE REQUIRED)

Routing
2 Keasey K
Bond
1 Jackmond 9
Hopkins
Volmer
Inloes

RECEIVED
NOV 9 1977
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer

Distribution: Assistant State Highway Engineer
Maintenance Engineer
Traffic Engineer
Regional Engineer
District Engineer

ME	AME	AME	OE	AG

Investigator Robert Y Stafford
Title Tech I

TRAFFIC ACCIDENT REPORT — POLICE
STATE OF OREGON ☒ FATAL ☐ INJURY ☐ PROP. DAMAGE Dept: SHERIFF'S OFFICE City GRANTS PASS County JOSEPHINE Page 1 of 3 Pages

Case # 77-2537
Classification MVA/FATAL
2. Date Occurred 10-19-77
3. Time Occurred 0610 ☒ AM ☐ PM
4. Reported Date 10-19-77
5. Reported Time 0612 ☒ AM ☐ PM

1. ACCIDENT INVOLVED:
☒ One Other MV
☐ Two or More MV's
☐ Pedestrian
☐ Motorcycle
☐ Bicycle/Tricycle
☐ Fixed Object
☐ Non-Collision
☐ Animal
☐ Other
☐ City, County, State Property Damaged
Describe:

COMPUTER ENTRY:
Persons ☐ Vehicle ☐ Crime ☐ Property ☐ Booking ☐ LEDS ☐ NCIC ☐

ACCOMPANYING REPORTS:
Veh. ☐ Prop. ☐ Spec. ☐ Custody ☐ Person ☐ Continuation ☐

Distribution: King - St. Hwy Div., DMV, D.A. OFFICE, 321, 309, [illegible]
Do Not Write In This Space

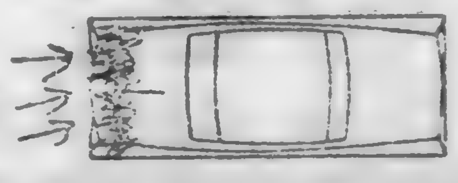
6. Location of Occurrence (Route No. or Name) HWY #199 (REDWOOD HWY)
7. At Intersection of (Route No. or Name) DOWELL Rd.
8. If not at Intersection ☐ Feet ☐ Miles N ☐ S ☐ E ☐ W ☐ (Intersecting highway or street, landmark or house no.)
9. Mile Post 2
10. 2 Miles N ☐ S ☒ E ☐ W ☒ of GRANTS PASS (Nearest City)

INJURY CODE (Circle the first one that applies)
K — KILLED BEFORE REPORT MADE
A — INCAPACITATED - Unconscious, Could not walk, Broken or distorted limbs, severe lacerations, etc.
B — NONINCAPACITATED — Lump, Abrasions, Cuts
C — POSSIBLE - Momentary Unconsciousness, pain, nausea, limping
D — NO APPARENT INJURY

SEAT BELT CODE: None Installed - 0; Lap Installed - 1, In Use - LL; Shoulder Installed - S, In Use - SS; Airbag Installed - A, In Use - AA

UNIT No. 1 MOTOR VEHICLE

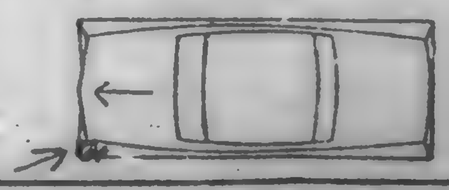
DR 11. FULL NAME (Last, First, Middle) SHORES, KELLY LOUIS
12. Address 2160 RUSSELL Rd. MERLIN
13. Sex M 14. Race W 15. D.O.B. 12-23-44 16. Seat Belt L 17. X EJ. 18. Inj. K
19. Operator License No. 743583
20. Issuing State ORE
21. Type (Specify) COMB. (DRIVER-CHAUFFEUR)
22. Residence Phone 476-6065
23. Business Phone 592-2947
Seat 24. Occupant's Name
25. Address and Phone
26. 27. 28. 29. 30. 31.
32. 33. 34. 35. 36. 37. 38. 39.
40. 41. 42. 43. 44. 45. 46. 47.
48. Owner's Name and Address SHORES, KELLY + SUE / 2160 RUSSELL Rd.
49. Odometer Reading
50. License No. MGH865
51. License State ORE
52. License Year 1978
53. Veh. removed by/to NORM'S CHEVRON / NORM'S CHEVRON
54. Vehicle year 1972
55. Make DATSUN
56. Model
57. Body Style PICK-UP
58. Color LT GREEN
59. Damage Scale FD-7



60. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.
Is Vehicle Drivable? ☐ Yes ☒ No

UNIT No. 2 - MOTOR VEH., PED., OTHER

DR 61. FULL NAME (Last, First, Middle) PRICE, STEPHEN ROBIN
62. Address 331 LELAND Rd SUNNY VALLEY
63. Sex M 64. Race W 65. D.O.B. 10-20-25 66. Seat Belt L 67. X EJ. 68. Inj. B
69. Operator License No. 2115978
70. Issuing State ORE
71. Type (Specify) COMB. (DRIVER-CHAUFFEUR)
72. Residence Phone 476-8745
73. Business Phone 479-6983
Seat 74. Occupant's Name
75. Address and Phone
76. 77. 78. 79. 80. 81.
82. 83. 84. 85. 86. 87. 88. 89.
90. 91. 92. 93. 94. 95. 96. 97.
98. Owner's Name and Address LEE DICKENSON/SONS / 417 NE DEAN DR. GP.
99. Odometer Reading
100. License No. T-349131
101. License State ORE
102. License year 1977
103. Veh. removed by/to OWNER
104. Vehicle year 1974
105. Make MACK
106. Model
107. Body Style LOG TRUCK
108. Color BLACK
109. Damage Scale FL-2



110. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.
Is Vehicle Drivable? ☒ Yes ☐ No

111. Actions Taken (Citations, etc.) NO CITATIONS
112. Primary Cause POOR VISIBILITY (WEATHER)
113. Secondary Cause

114. Weather (x) one | 115. Road Cond. (x) one | 116. Light Cond (x) one | 117. | 118. Traffic Control Devices | FIRST AID GIVEN BY:

☐ CLEAR
☐ RAINING
☐ SNOWING
☒ FOG
☐ CLOUDY
☐ OTHER

☐ DRY
☒ WET
☐ SNOWY
☐ ICY
☐ OTHER

☐ DAYLIGHT
☐ DAWN or DUSK
☐ DRKNS/Lighted
☒ DRKNS/Unlighted
☐ OTHER

	Unit 1	Unit 2
Skidmarks to Impact (ft.)	33'	0—
Distance Travel'd after Impact (ft)	44'	44'
Stated spd. before Impact (MPH)	unk	10
Designated speed for area (MPH)	50	50

☒ YES ☐ NO

Describe: STOP SIGN + FLASHING LIGHT ON DOWELL FLASHING WARNING LIGHT ON #199

INJURED TAKEN TO: SO. ORE. HOSPITAL

BY: ACTION AMBULANCE

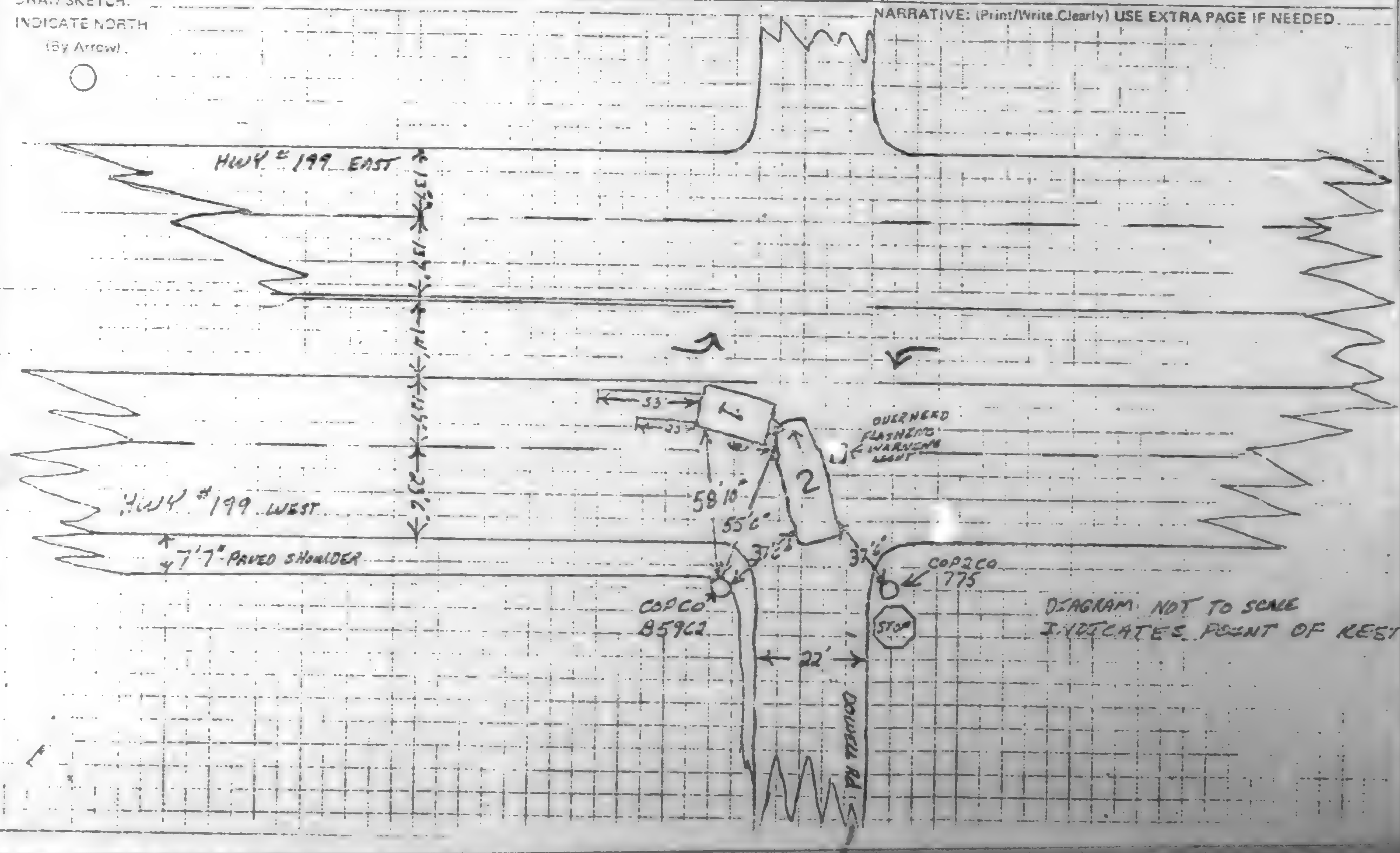
WITNESSES:

NAME CALLAS, MIKE JOHN RES. ADDRESS & PH. 1300 PINECREST DR. 476-1785

NAME RES. ADDRESS & PH.

DRAW SKETCH.
INDICATE NORTH
(By Arrow).

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED.



of 2 Pages

Case Number
77-2537

Classification
MVA/FATAL

CONTINUATION
REPORT

DRIVER 1 - SHORES, KELLY LOUIS - 2160 RUSSELL Rd MERLIN DOB 12-23-44

INJURIES - FATAL (CHEST AND HEAD)

DRIVER 2 - PRICE, STEPHEN ROBIN - 331 LELAND RD SUNNY VALLEY DOB 10-20-25

INJURIES - 1 INCH CUT ON RIGHT TEMPLE AND A CONTUSION ON LEFT THIGH

TREATED AT SO. ORE. HOSPITAL BY DR. STEINBRENNER, RELEASED

WITNESS : CALLAS, MIKE JOHN - 1300 PINECREST DR. DOB-07-28-26

DEPUTIES INVOLVED - CPL. GOODPASTURE, DETECTIVE LASATER, DETECTIVE WICKLUND, AND LT. GRAVES

ROAD AND WEATHER - ROAD DAMP, HEAVY FOG VISIBILITY VERY POOR.

NARRATIVE : AT APPROX 0612 ON 10-19-77 WRITER WAS ADVISE, VIA RADIO, OF AN ACCIDENT ON HWY #199 AT DOWELL Rd. AT APPROX 0614 10-19-77 WRITER ARRIVED AT THE SCENE. VEHICLE #1 WAS IN THE CENTER (FAST) LANE WEST ON HWY #199, VEHICLE #2 WAS SOUTH BLOCKING BOTH THE RIGHT AND CENTER LANES OF HWY #199 AT THE INTERSECTION OF DOWELL Rd. DRIVER #1 WAS STILL IN VEHICLE #1. HE WAS LAYING IN THE SEAT WITH HIS FEET AND LEGS UNDER

Reporting Officer(s)	Off. I.D. Number	Prec/Div	Relief/Shift	Assn/Dist
Pugsley	313	G/S PATROL	2300-0700	SOUTH

THE DRIVERS SIDE OF THE DASH AND HIS UPPER BODY AND HEAD ON THE PASSENGER SIDE. THERE WAS BLOOD ON AND AROUND HIS NOSE AND MOUTH, ALSO HIS LEFT EAR. NO BLOOD WAS FLOWING AT TIME OF WRITER ARRIVAL.

DRIVER #2 WAS SETTING BESIDE A POWER POLE AND WAS BLEEDING FROM HIS FOREHEAD, HE WAS TRANSPORTED TO SOUTHERN OREGON HOSPITAL BY ACTION AMBULANCE.

THERE WERE TWO SKID MARKS IN THE CENTER LANE, ONE WAS 33 FT THE OTHER 23 FT.

WRITER AND DET. LASATER CONTACTED DRIVER #2 AT SO. ORE. HOSPITAL AT APPRO. 0740 10-19-77. HE STATED HE WAS SOUTH BOUND ON DOWELL RD AND HAD STOPPED AT THE STOP SIGN AT THE INTERSECTION OF HWY #199. HE WAS GOING TO TURN EAST ONTO HWY #199, HE WAITED FOR A WEST BOUND VEHICLE, THE VEHICLE TURNED NORTH ONTO DOWELL RD AND DRIVER #2 CHECKED FOR OTHER TRAFFIC AND STARTED IN THE THE INTERSECTION. HAS HE INTERED THE INTERSECTION A VEHICLE APPEARED OUT OF THE FOG, HE FELT THE VEHICLE WAS TRAVELLING AT A HIGH RATE OF SPEED. HE HAD NO TIME TO TAKE ANY DEFENSIVE MANEUVERS.

WRITER CONTACTED MR. CALLAS AT APPROX 0620 10-19-77. CALLAS STATED HE HAD BEEN WEST BOUND ON HWY #199 AND HAD TURNED NORTH ONTO DOWELL RD. HE HAD SEEN VEHICLE #2 WAITING AT DOWELL RD AND HE HAD NOT SEEN ANYONE BEHIND HIM THOUGH HE HAD CHECKED JUST

[illegible]

Page 3
of 3 Pages

A. Case Number
77-2537

B. Classification
MVA/FATAL

CONTINUATION
REPORT

NARRATIVE (CONT) JUST AFTER HE HAD TURNED ONTO DOWELL Rd.

CPL. GOODPASTURE ASSISTED WITH TRAFFIC CONTROL AND MADE NOTIFICATION TO MRS. SHORES.

DET. WICKLUND WAS THE DEPUTY MEDICAL EXAMINER AT THE SCENE AND HE ALSO TOOK PHOTO.

LT. GRAVES MADE A PRESS RELEASE AFTER THE NOTIFICATIONS WERE MADE.

DET LASATER ASSISTED WRITER IN TAKING MEASUREMENTS OF THE SCENE.

DRIVER #1 WAS REMOVED TO L.C. HALL FUNERAL HOME BY RURAL AMBULANCE.

THERE WAS 3 INDENTATIONS IN THE PAVEMENT 2'10", 3'11", AND 4'10" FROM THE FRONT RIGHT TIRE OF VEHICLE #1 AND 4'1", 5'5", AND 6'4" FROM THE LEFT FRONT TIRE OF VEHICLE #2. INDENTATIONS WERE NORTH OF VEHICLE #1 AND EAST OF VEHICLE #2.

STATUS: CLOSED

Reporting Officer(s)	Off. I.D. Number	Prec/Div	Relief/Shift	Assn/Dist
Peasley	313	S/S Patrol	[illegible]	[illegible]

8482 8

TRA 4-1

orm 81-734-3600

Oregon State Highway Division

REPORT OF MOTOR VEHICLE ACCIDENT OBSERVED OR INVESTIGATED BY EMPLOYEES

☐ FATAL
☒ NON-FATAL

Date of Accident 9-27-77

Time of Accident Approx. 4:30 (A.M. or [✓ P.M.])

Name of Driver

Name of Deceased (If any) NA

Date of Field Investigation 9-27-77

County Josephine

Highway Name Redwood

Highway Number

Route 199

General Location ≈ 3 mile west of Grants Pass

Mile Post ≈ 3.94

Posted Speed 55 (Const. 45 also posted)

Check Appropriate Items:

Type of Culture	Surface Condition	Grade (in direction of Vehicle's travel)	Lighting
__ Heavy	__ Dry	__ Level	X Daylight
__ Moderate	X Wet	__ Hillcrest	__ Dawn or Dusk
X Light	__ Snow or ice	X Approx. 2-3 % descending	__ Darkness Illum.
__ None	__ __ (Other)	__ Approx. __ % ascending	__ Darkness, non-Illum.

Alignment Indicate North

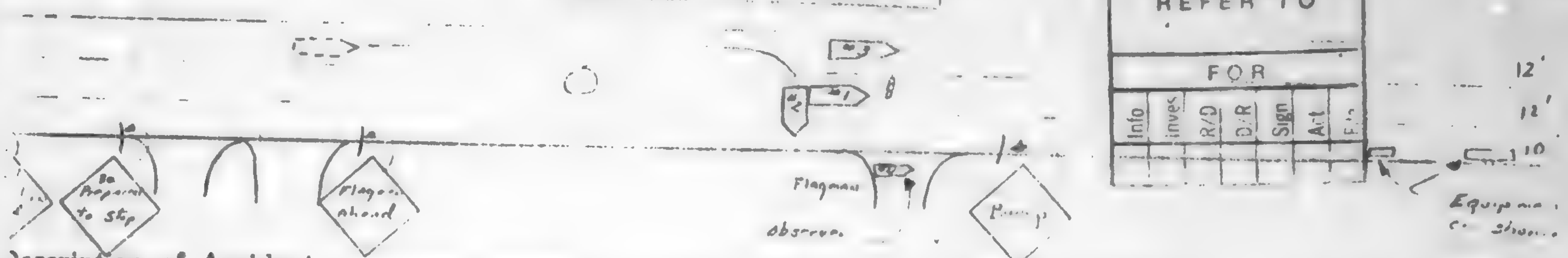
Sketch alignment and path of vehicle(s)

Highway, X-Section

Sketch with dimensions

MAINTENANCE ENGINEER
RECEIVED
OCT 28 1977
ME AME AME OE AG
EME SME PA FILE TA

RECEIVED
STATE HWY ENGR
NOV 18 '77
REFER TO
FOR
Info Inves R/D D.R Sign Att File



Description of Accident:

Units #1 & #3 were slowing to move into left lane. unit #2 Driver slammed on brakes and slide into unit #1 causing heavy damage to unit #2 and light damage to unit #1. Driver of unit #2 suffered slight bump on head, Driver and passenger of unit #1 not injured.

2 Keesey
Bond
1 Jackmond
Hopkins
3 Johnsen
Inloes

Gunn
Berg
Church
Gebauer
Wilder

NOV 9 1977
CONSTRUCTION
SECTION

(USE REVERSE SIDE IF MORE SPACE REQUIRED)

NOTED
H.S. COU

Distribution: Assistant State Highway Engineer ✓
Maintenance Engineer
Traffic Engineer
Regional Engineer
District Engineer

Investigator Orville D. Taylor

Title Const. Inspector

8482 8

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Date: **September 15, 1977**

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

SUBJECT Notification Contract Work Started
Federal Aid Project No. F-17(2)

Contract 8482, Work Started September 8, 1977

Project Grants Pass-Applegate River

Highway Redwood

Count(y)(ies) Josephine

RDC:md

cc: R. D. Church

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8482

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 8, 1977

U.S. National Bank
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company

We have received your notification of the changes in allocation on safekeeping receipt #146129.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8060	$ 25,000	---	$ 25,000
8146	75,000	(40,000)	35,000
8199	40,000	---	40,000
8222	5,000	---	5,000
8236	10,000	---	10,000
8388	138,000	---	138,000
8435	---	12,000	12,000
8464	5,000	15,000	20,000
8482	---	13,000	13,000

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: J.C. Compton Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

8482

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-169	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-21-77	State Oregon County Josephine Project No. F-17(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Grants Pass-Applegate River Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-2-77	6.432

OTHER *(Specify)*

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 864,952.00	$ 742,128.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator APR 21 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, April 18, 1977

Federal-aid Project
No. F-17(2)

Grants Pass-Applegate River Section
Redwood Highway
Josephine County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 500+00 thru Eq. Sta. 818+76.27 = Sta. 1386+83.66 to 1366+00)

Furnishing Field Laboratory	1	only	1,500.00	$ 1,500.00
Mobilization	All	Required		57,000.00
Temporary Protection and Direction of Traffic	All	Required		10,000.00
Temporary Signs	1,000	sq.ft.	5.00	5,000.00
Temporary Barricades	8	only	70.00	560.00
Flagmen	430	hour	16.50	7,095.00
Removal of Structures and Obstructions	All	Required		1,500.00
Trench Excavation	85	cu.yd.	10.00	850.00
Aggregate Shoulders	560	cu.yd.	5.70	3,192.00
Class "C" Asphalt Concrete Mixture in Leveling and Road Approaches	17,800	ton	7.30	129,940.00
Class "E" Asphalt Concrete Mixture	24,500	ton	8.65	211,925.00
Asphalt Cement in Mixture	2,870	ton	86.00	246,820.00
Portland Cement or Lime Additive in Class "E" Mixture	245	ton	65.00	15,925.00
Asphalt in Tack Coat	70	ton	125.00	8,750.00
12-inch Culvert Pipe	110	lin.ft.	6.30	693.00
18-inch Culvert Pipe	627	lin.ft.	7.90	4,953.30
Adjust Guard Rail	6,015	lin.ft.	1.26	7,578.90
Furnish and Install Guard Rail Blocks	75	only	7.78	583.50
Guard Rail, Type 2	1,260	only	2.92	3,679.20
Guard Rail, Type 2A	1,700	only	7.06	12.002.00
Guard Rail Anchors, Type 1	15	only	250.00	3,750.00
Guard Rail Anchors, Type 2	22	only	265.00	5,830.00
Rail End Pieces, Type A	16	only	12.50	200.00
Rail End Pieces, Type C	16	only	99.00	1,584.00
Extra for Asphalt Approaches	56	only	50.00	2,800.00
Drainage Curbs	1,530	lin.ft.	1.50	2,295.00
Delineators	610	only	11.00	6,710.00
				$752,715.90

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required		$ 4,500.00
Stage Construction Striping (S.F.)	All Required		2,500.00
Temporary Erosion Control (E.W.)	All Required		1,000.00
On-the-Job Trainees (1 at $800)	All Required		800.00
State Furnished Guard Rail Members	1,050 lin.ft.	0.53	556.50
			$ 9,356.50
	Subtotal		$762,072.40
	Engineering		102,879.60
	Total		$864,952.00

Length of Project - - - - - - - - - - -	6.432 Miles
Cost of Roadway Per Mile- - - - - - - -	$134,476.37

Work Retained in Program Status
(Not included in totals below)

Permanent Signing (S.F.)	All Required	$ 2,500.00

Federal Funds (85.80%) -	$742,128.00
State Funds- -	122,824.00
Total	$864,952.00

Group 1	100%
Contract No.	8482
Prefix No.	17-1086

Grants Pass-Applegate River Section
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 3,000.00

84821

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

2-2-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F 17(2)

STATE PROJECT NO. See Below

COUNTY NAME Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70120

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. Scott Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 28 '77
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED 2-2-77

DATE AUTHORIZATION EFFECTIVE 2-2-77

FEDERAL ROUTE NUMBER Primary 17

STATE ROUTE NUMBER Primary 25

GENERAL LOCATION:

"Grants Pass - Applegate River Section"

GENERAL DESCRIPTION OF WORK:

Pave-High Type Code 6201 Miles 6.23

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN

☐ PREPARATION

☒ OTHER (Specify)

Perm.Pavement Striping (SF)	$4,500
Stage Const.Striping (SF)	2,500
Temp.Erosion Control(EW)	1,000
On the Job Training	800
State Furnished Guardrail	556

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 1-31-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $950,236 - Federal funds $815,302.

A signed copy of the Title Sheet is returned herewith.

DATE 2-2-77

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

TITLE [illegible] for Division Admin.

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8482

25

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: January 24, 1977

In reply refer to: 1041B

SUBJECT: Use of Salvaged Material
Oregon Project FAP F 17(2)
Grants Pass-Applegate Riv. Sec.
Redwood Highway
Josephine County

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have reviewed Mr. Versteeg's letter of January 17, 1977, requesting a finding in the public interest concerning the use of State supplied salvaged guardrail members on the subject project.

We agree that it is in the public interest to use this material already on hand to save funds and energy, and therefore approve the inclusion of this requirement in the contract specifications.

G. K. Hossner
for G. L. Green

cc:
Versteeg

1 Versteeg ✓
Olson
2 Christensen Poe
Scott
3 Swenson
Savage
Trout

RECEIVED
JAN 31 1977
ROAD DESIGN SECTION

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BY FINAL DESIGN ENGINEER

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STATE HWY ENGR
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REFER TO Versteeg
FOR
Info | Inves | R/D | D/R | Sign | Act

1482

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR
F. B. KLABOE
Administrator and
State Highway Engineer

January 17, 1977

RECEIVED
STATE HWY ENGR
JAN 17 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

copy in
#8222

Re: Grants Pass-Applegate River Sec.
Redwood Highway
Josephine County

We are requesting a public interest finding in the State furnishing the following items on the subject section.

State Furnished Guardrail Members 1,050 lin.ft. @ $0.53 =
(Including rail splice bolts)
$556.50

This material was salvaged from the Seven Oaks-South Ashland Interchange Section project. It was purchased by the State and stockpiled in the Central Point Maintenance Yard. Credits have been made to the Seven Oaks-South Ashland Interchange project and charges will be made to the subject project when the actual amount of material used is determined. The contract specifications will require the contractor to pick up the material at the Central Point Maintenance Yard and use it on the project.

This proposal has been discussed by telephone and tentatively approved by Mr. Hossner of the FHWA.

We feel it is in the public interest to use this material to conserve State funds previously expended as well as conserving energy by using material on hand.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

FE:jh
cc: E. S. Hunter
L. W. Rulien
C. T. Keasey
D. H. Moehring
Alfred Shirley
D. E. Swan
Art Brummitt

Form 81-734-3122

PMD 6-2

January 10, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 70120
Project No. F-17(2)
Grants Pass-Applegate River Sec.
Josephine County

Attached is data for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on February 24, 1977.

JLG:ljt
Attachments

cc: A. Shirley, Jr., Reg. 3

O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 10, 1977

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 199, 0.4 mi E of Applegate Riv, E 6.2 mi		7,200	13,000	97	10	Oregon	41	010	70120

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	T. Projects Only POST MI.	T. Projects Only DESIG.
Type Pavement								F-	17	(2)		

FUNDS Consolidated Primary

COUNTY NAME Josephine CODE 033

PROGRAM STAGE ☐ 1 OR ☐ 2

REA Grants Pass

ROUTE NO. P FEDERAL-AID 17 STATE 25 U.S. 199

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) 6201		"Grants Pass- Applegate Riv. Sec."	6.23	908,000	779,000	129,000		ROW - 150' min.; Access Control-part.; Parking Restrictions- None.
ARED BY JLG		PROJECT TOTALS	6.23	908,000	779,000	129,000		

RAM APPROVAL DATES

REMARKS
Additional Data: Item No's. P-257B & P-257C;
Project No's. F-127(9) & (11) respectively.

-over-

MONT·LY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 1-61)

January 10, 1977

FEDERAL-AID PROGRAM DATA

CARD 2
REPORT NUMBER (19) (20)
PROJECT LOCATION (45 typewriter spaces) 21 65: US 199, 0.4 mi E of Applegate Riv, E 6.2 mi
ADT
PRESENT: 7,200
FUTURE: 13,000 (66) (70)
YEAR: 97 (71) (72)
REGION: 10
STATE NAME: Oregon
STA
CO

CARD 3
CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62: High-Type Pavement
NATL. FOREST (63) (63)
FH ROUTE NO. (66) (68)
SUPV. AGCY (69)
DA CLASSIF. (70)
DA AREA (71)
EMERG. YR. (72) (73)
PL. AUTH YR (74) (75)
PROJECT NUMBER
PREFIX LETTER(S) 14 25: F-
NUMBER 7: 17
SEQ. (2)

CARD 4
CLASS OF FEDERAL FUNDS: Consolidated Primary
NAME OF URBAN AREA 17-31: Grants Pass
COUNTY NAME: Josephine
CODE: 033 (14) (16)
ROUTE NO. P
FEDERAL-AID: 17 (32)
STATE: 25 (33) (36)
U.S. (37): 199 (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	18	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) 6201		"Grants Pass- Applegate Riv. Sec."	6.23	908,000	779,000	129,000	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	6.23	908,000	779,000	129,000	
1	14	JLG			(16) (23)	(24) (33)		

PROGRAM APPROVAL DATES

ROW -
Acces
Park
No

REMARKS
Additional Data: Item No's. P-257B &
Project No's. F-127(9) & (11) respect

GRANTS PASS-APPLEGATE RIVER SECTION

PROJECT NO. F-17(2)

Existing Facility: Basically four 12-foot lanes bituminous pavement with 10-foot shoulders and 4-foot to 16-foot median. Left-turn refuges at road intersections.

Adjacent Sections:
North End---Jct. Rogue River Highway (FAP 39)
South End---Two 12' lanes bituminous pavement with 10' shoulders.

Project Data: The work consists of resurfacing the existing facility with a high-type pavement overlay and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on September 20, 1976.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 8 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:
(a) Public Hearings--None required under Oregon Action Plan
(b) Location/Design--Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 4.

8482

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon 97310
November 10, 1976

FROM: L. E. George
Traffic Engineer

SUBJECT: Grants Pass-Applegate River
Redwood Highway
Josephine County

TO: J. H. Versteeg
Road Design Engineer

Attention: D. O. Christensen
Final Design Engineer

As per your request we have reviewed the three alternatives for guardrail installation on the subject project and concur with your decision that alternative 1 is most appropriate. We reached this conclusion mostly on the basis of economics, considering our current financial situation.

L E George
L. E. George
Traffic Engineer

RDT:rj

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OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 29, 1976

FILE:

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Grants Pass-Applegate River
Redwood Highway
Josephine County

TO: MEMO TO THE FILES

In addition to the overlay work on the subject project there is a need to upgrade the existing guardrail installations.

Three different alternatives as follows were evaluated to accomplish the guardrail revisions:

1. Adjust and strip existing Type 1 guardrail and add flares of Type 2A guardrail. Estimated cost $44,354.
2. Remove existing Type 1 guardrail and install Type 2 guardrail. Install flares of Type 2A guardrail. Estimated cost $85,268.
3. Remove existing Type 1 guardrail and install all Type 2A guardrail. Estimated cost $100,554.

The ADT on this section varies from 17,000 to 4,700 and has speed limits varying from 45 mph to MP 1.12, to 50 mph to MP 2.2 and then to 55 mph.

Based on the increasing traffic counts, and the lowering of speed limits as the area becomes more populated it has been decided that the guardrail adjustments and revisions outlined in alternate 1 are appropriate for this project.

ROSEBURG REGION
RECEIVED
NOV - 3 1976

RE	RME	RCE	RCE	TE
RE	DES	RSR	FILE	
ENV	FAE	RBI		

DOC:az
cc: L. E. George
A. D. Olson
A. Shirley
F. Eriksen

11/4/76
I concur
Bud Shirley

✓ Versteeg ✓
Olson
Christensen
Scott
Swenson
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BY FINAL DESIGN ENGINEER

8482

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: September 23, 1976

FROM: L. W. Bulian
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Grants Pass-Applegate River
Redwood Highway
Josephine County

Versteeg
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Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 3 : A. Shirley
District 8 : G. T. Thornton
Region 3 Geologist: Elliott Parker

APPROVED
C T Keasey
acting DEPUTY STATE HIGHWAY ENGINEER
Date 9-23-76

81-125-1307

[illegible]

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 20, 1976

In reply refer to: 1041B.3

SUBJECT: F-17(-)
Grants Pass-Applegate River
Redwood Highway
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's August 17, 1976, memorandum has been reviewed. We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The assessment states that commercial aggregate sources are being recommended. Our concurrence is based on that recommendation being carried out. Therefore, if some new source is later considered, this assessment will have to be amended accordingly.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

CC:
OSHD (Potter)
" (Laux)
" (Region 3, Engelmann)

RECEIVED
STATE HWY ENGR
SEP 21 '76
REFER TO
Rulien
FOR
Info | Invest | R/D | D/R | Sign | Act ✓ | File

PROJECT MANAGEMENT
SEP 22 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

CATEGORY 3 PROJECT

non-major

F-17 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date August 12, 1976

Section Grants Pass-Applegate River

Unit (if appl) ---

County Josephine

City Southwest of Grants Pass

Highway Redwood

State Hwy. No. 25; U.S. 199

Termini: M.P.(if appl) 0.20 - 6.60

Length 6.40 miles

Region III

Construction Estimate $900,000 + (overlay only)
Program Amount

B. Purpose of Project: To provide an overlay on the 4-lane portion of the Redwood Highway southwest of Grants Pass. An overlay will help to prevent further deterioration of the roadway and will upgrade its surface condition. Such safety work -- chiefly guardrail -- as funds permit will also be a part of the project.

C. Origin & History of Project: The existing section was constructed during 1960-62. Only incidental maintenance work and patching has taken place since then. The need for such patching has now become excessive. The pavement shows surface raveling, alligatoring, some base failure and overall bad deterioration. It has an SCR of 967, and it is No. 2 on the region overlay priority list.

D. General Description of Project:

Alignment: New ______ Existing XX Combined ______

Typical Section: Existing: No. Lanes 4 ; Med. Var.; Shldrs. ____; Parking None

Proposed: No. Lanes 4 ; Med. Var.; Shldrs. ____; Parking None

Traffic: Existing Facility: Existing ADT see p.2 ; Projected ADT --- ; Yr. 1975

Existing Level of Service ______

Proposed Facility: Projected ADT ______; Yr. ______

Projected Level of Service ______

Right of Way: Additional anticipated __No__ ; if yes, give approx. No. Parcels________
Yes, No

Acres________; Type of Relocation Req.__________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any: Only paving and shoulder aggregates will be required. The former is estimated at 55,000 tons and the latter can be given a preliminary estimate of 10-15,000 tons. Commercial sources are being recommended.

Type of Structure(s):

None involved.

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

Not rated.

FHWA and/or OSHD approvals given, if any:

None to date.

Location or Design Alternatives (identify and describe):

The only feasible alternative or option is to have no overlay and to increase or decrease the amount of safety work. No overlay means no project, however, which is contrary to all best indications.

Other Descriptive Information or Comments:

1975 ADT:	M.P. 0.75	WCL Grants Pass	17,000 vehicles
	M.P. 1.23	0.01 mile east of Allen Cr. Rd.	9,900 "
	M.P. 2.04	" " " " Dowell Road	8,000 "
	M.P. 6.34	" " " " Helm Road	5,100 "

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project is situated south of the Rogue River and east of the Applegate River within 1.7 miles of their confluence. Terrain varies from being essentially level to becoming gently rolling as one approaches the western terminus of the job. Elevations vary from 916 to 966 feet on the section.

   Vegetation is dominated by pine, oak and madrone with Douglas fir to the west. Cedar and bigleaf maple also persist throughout. Vegetation is very varied with discontinuous cover and canopy and very mixed species composition.

   Given the scope of the project, soils and geologic conditions were not investigated.

2. Cultural: Progressing from Grants Pass to the west, the four lane highway has a divided section with an open, grassy median; a wide, painted or jiggle bar median section; and finally it just becomes 4 lanes separated by a double yellow line. The project terminates where the two lane section begins.

   The first half to three-quarters of a mile out, there is substantial abutting commercial activity, mostly of the roadside service variety. A bit farther west there is also some light and heavy industry (wood products and lumber manufacturing and processing, for example). Through this portion of the project there is considerable cross traffic. Then the character of the land turns more to residential use (both well dispersed and set back) and to some agricultural activity -- chiefly hay and grazing.

   Again, given the nature of the project, area zoning, planning, utilities, etc. were not investigated.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No R/W.

2. Estimated Impact on Traffic Patterns:

Only minor construction impacts (slowdowns, lane closures, etc.); no lasting impact.

Consequences--Air Quality, Noise, Safety, etc.:

None

3. Estimated Impact on Land Use:

None

Consequences:

4. Expected Impact on Natural Ecological Resources: Impacts will be minor, being limited to any incidental adverse effects caused by shoulder dressing, roadway paving, and guardrail installation. Impacts attributable to the mining and preparation of materials will be controlled by permits granted commercial operators now producing.

Consequences:

No lasting consequences.

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues: Unless the purpose and need for the project is understood, there may be some local adverse reaction to this proposal since other more popular area projects have shown little progress.

8. Potential for Consistency of Proposal With: Not applicable.

a. Clean Air Implementation Plans

b. Noise Standards: This project determined to be unrelated to traffic noise increases; hence no noise study report as per FHPM 7-7-3 is required.

c. Water Quality Standards

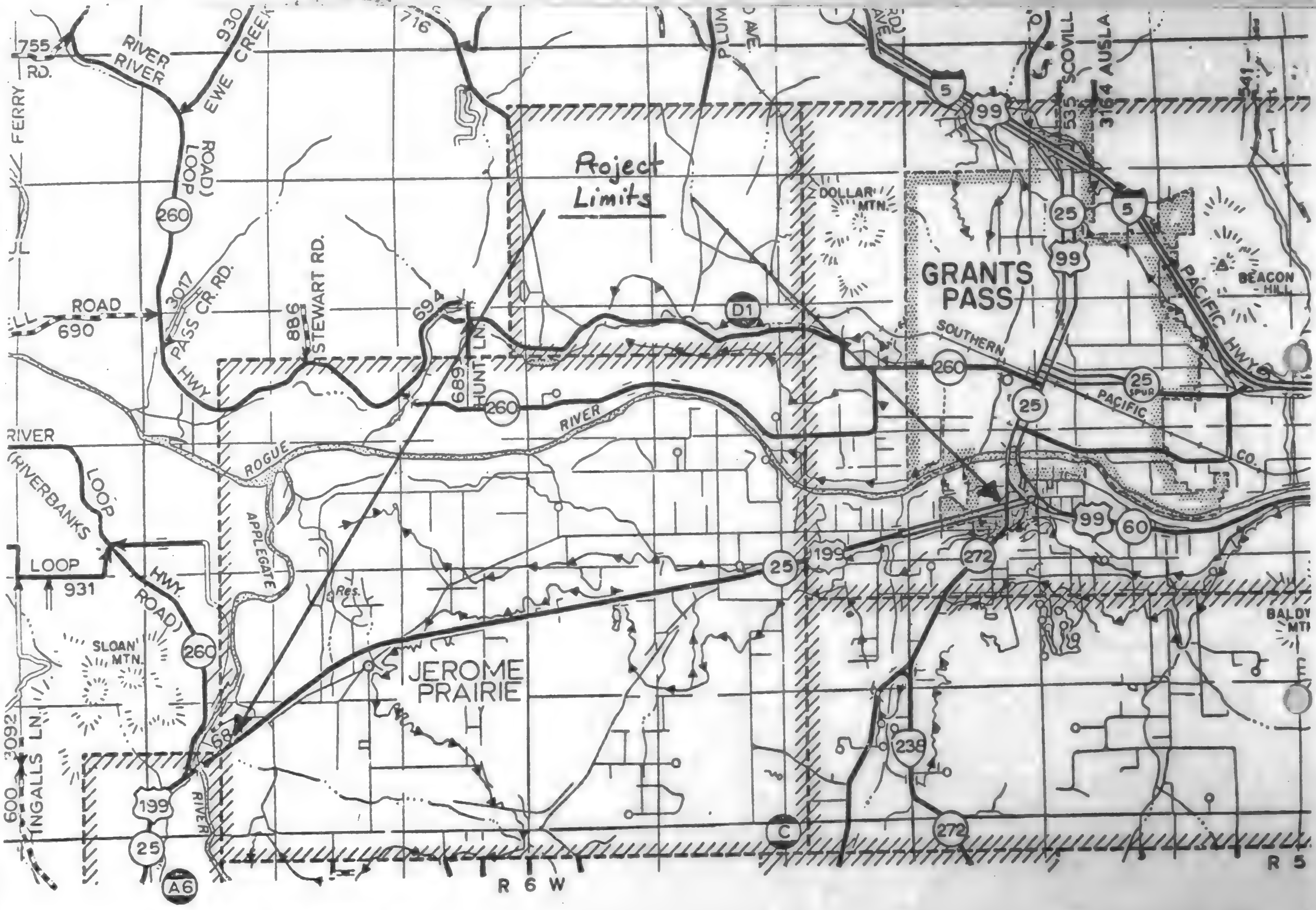
d. Area Land Use and Transportation Plans, and Zoning

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

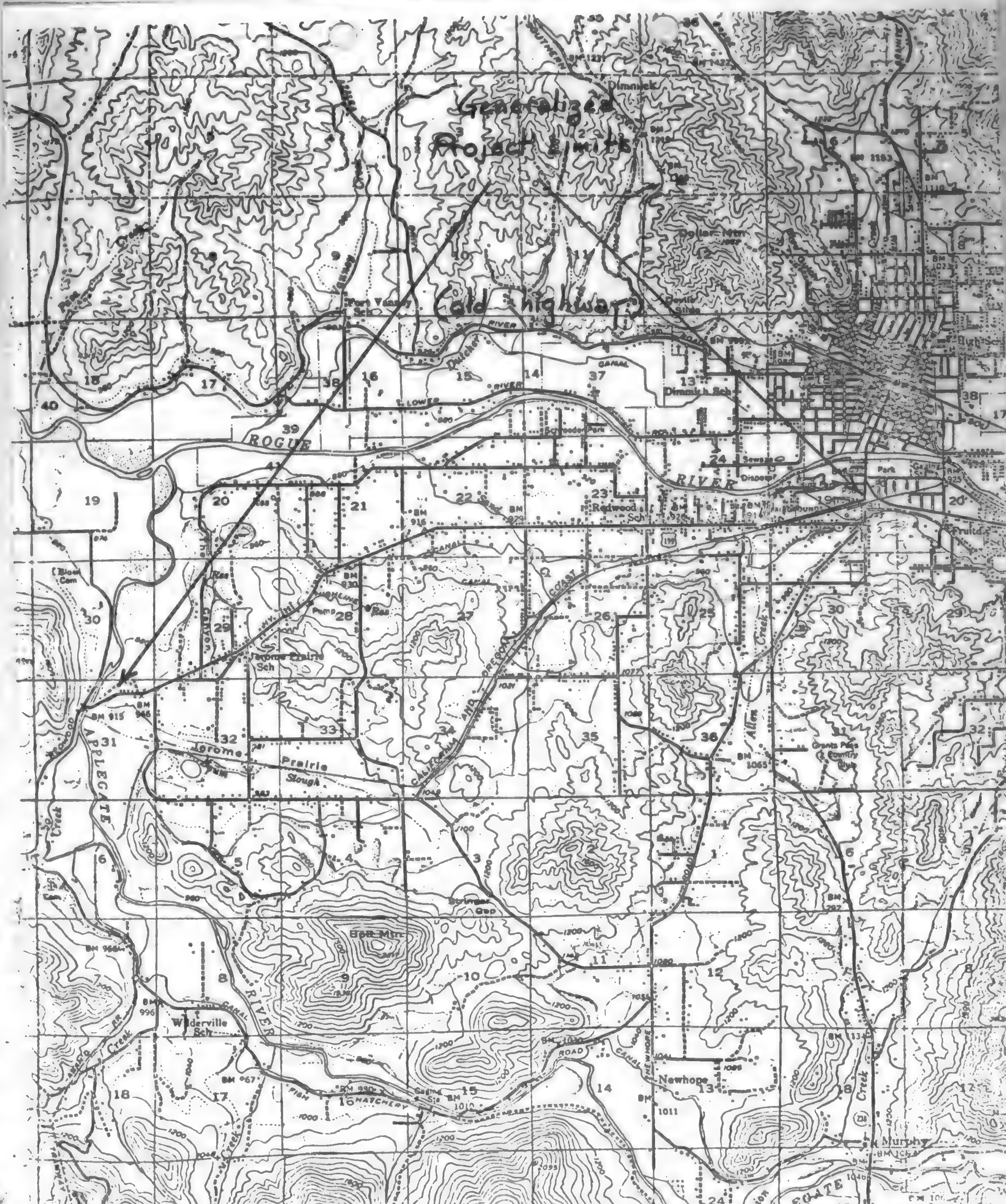
Basis for Type of Action and Documentation:
The nature of the project precludes any major impacts or public involvement.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4



ARRANGEMENT OF SHEETS FOR
JOSEPHINE COUNTY

ROAD INDEX MA


Generalized Project Limits
(old highway)
ROGUE
RIVER
APPLEGATE
RIVER
Jerome Prairie Slough
Jerome Prairie Sch
Redwood Sch
Dimmick Sch
Dimmick
Dollar Mtn
Fort Vannoy Sch
Bolt Mtn
Skinner Gap
Wilderville Sch
Newhope
Murphy
Eagle Mtn
Allen Creek
Grants Pass Country Club
Onion
CANAL
ROAD
Fruitdale

8483 Guano Valley Sec. of Warner 1977
Hwy. E. of Lakeview
(Aggregate base & oil mat)

8483.

December 28, 1977

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On December 22, 1977, we wrote to you concerning release of final payment on Contract No. 8483 awarded to R. L. Coats for oiling on the Guano Valley (M.P. 50.22-M.P. 56.92) Section of the Warner Highway in Lake County.

Final payment on this contract is $5,000 and the total contract amount is $412,744.51. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc R. L. Coats
B. B. Newport Avenue
Bend, OR 97701

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

8483

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-140		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lake
MODIFICATION NUMBER 1	11-16-77	Project Number RS-333(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 21, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 394,183	$ 464,684
Federal funds	$ 338,209	$ 398,698
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of November, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By

~~State Highway Engineer~~
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

(Gen file

Oregon State Highway Division
Salem, Oregon, November 8, 1977

Federal-aid Project
No. RS-333(5)

GUANO VALLEY (MP 50.22 TO MP 53.63)
WARNER HWY. IN LAKE COUNTY

Revised Project Agreement Estimate.

Type Code 5234
Roadway (MP 50.22 to MP 53.63)

Subtotal on previous estimate of April 18, 1977				$347,298.00

Previous Estimate

General Excavation	2,100	cu.yd.	5.00	$ 10,500.00
Watering	610	M-gal.	6.00	3,660.00
3/4" - 0 Aggregate Base	6,820	ton	4.40	30,008.00
2" - 0 Aggregate Base	30,800	ton	4.00	123,200.00
Aggregate in Asphalt Macadam	5,390	cu.yd.	12.00	64,680.00
				$232,048.00

Revised Estimate

General Excavation	5,869	cu.yd.	5.00	$ 29,345.00
Watering	1,384	M-gal.	6.00	8,304.00
3/4" - 0 Aggregate Base	9,868	ton	4.40	43,419.20
2" - 0 Aggregate Base	37,769	ton	4.00	151,076.00
Aggregate in Asphalt Macadam	5,867	cu.yd.	12.00	70,404.00
				$302,548.20

Increase	$ 70,500.20
Subtotal	$417,798.20
Engineering	46,885.80
Total	$464,684.00

Length of Project - - - - - - 3.410 miles
Cost of Roadway Per Mile- - - $136,270.96

Federal Funds (85.8%)	$398,698.00
State Funds	65,986.00
Total	$464,684.00

Group 1 - 100%

Contract No. 8483

Prefix: 119-1054

8493 15

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-173	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-21-77	State **Oregon** County **Lake** Project No. RS-333(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Guano Valley (M.P. 50.22 to M.P. 53.63)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-2-76	3.41

OTHER *(Specify)*

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 394,183.00	$ 338,209.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator APR 21 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, April 18, 1977

Federal Aid Project
No. RS-333(5)

Guano Valley (M.P. 50.22 to M.P. 53.63)
Warner Highway
Lake County

Project Agreement Estimate.

Type Code 5234
Roadway (M.P. 50.22 to M.P. 53.63)

Furnishing Field Laboratory	1	only	2,000.00	$ 2,000.00
Mobilization	All	Required		30,000.00
Temporary Protection and Direction of Traffic	All	Required		4,000.00
Temporary Signs	850	sq.ft.	5.00	4,250.00
Temporary Barricades	25	only	50.00	1,250.00
Flagmen	800	hour	10.00	8,000.00
General Excavation	2,100	cu.yd.	5.00	10,500.00
Watering	610	M-gal.	6.00	3,660.00
3/4"-0 Aggregate Base	6,820	ton	4.40	30,008.00
2"-0 Aggregate Base	30,800	ton	4.00	123,200.00
Aggregates in Asphalt Macadam	5,390	cu.yd.	12.00	64,680.00
AR 2000 Asphalt in Asphalt Macadam	405	ton	120.00	48,600.00
Asphalt in Seal Coat	115	ton	130.00	14,950.00
				$345,098.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 1,600.00
Temporary Erosion Control (E.W.)	All Required	100.00
Salvage and Reinstall Delineators (E.W.)	All Required	500.00
		$ 2,200.00
	Subtotal	$347,298.00
	Engineering	46,885.00
	Total	$394,183.00

Length of Project - - - - - - - - - - - 3.410 Mile

Cost of Roadway Per Mile- - - - - - - - $115,596.19

Federal Funds (85.8%) -	$338,209.00
State Funds- -	55,974.00
Total	$394,183.00

Group 1 100%
Contract No. 8483
Prefix No. 119-1054

8483

October 12, 1977

Mr. R. L. Coats
Boundary Box, Newport Avenue
Bend, OR 97701

Dear Mr. Coats:

We have reviewed your request for an extension of time on Contract No. 8483 for work on Guano Valley Section of the Warner Highway in Lake County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of four days is granted. This is a compromise extension for the quantity overruns in excess of Price Agreement No. 1 only. We note that this price agreement was made known to you early in the project time. The lack of activity on the project between April 30 and July 11 was contrary to your original schedule and is the apparent reason the project was not completed as specified.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr jv

bc: C. T. Keasey
Robert Church
Wayne Cobine
Dick Haack

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8483

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 7, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Guano Valley Section
Contract No. 8483
Request for Time Extension

TO: H. S. Coulter
State Highway Engineer

R. L. Coats has requested 12 days time extension because of the Price Agreement No. 1 increase in several contract quantities and a separate purchase order for some maintenance rock. Some pertinent dates on the project are:

Bids opened	2-24-77
Contract sent	3- 7-77
P.A. 1 quantities increase signed	3-30-77
Work start (drilling)	4-12-77
No activity	4-30-77 to 5-31-77
No activity	6- 4-77 to 7-11-77
Project completed	8-22-77 8 days liquidated damages at $100

The project was let at a very good time of year and the 150 days allowed was generous. This is confirmed by the fact that the contractor could have no activity on the project for some 53 days and still perform increased quantities and complete with only eight days liquidated damages. (This situation comes close to an unanswered and controversial question in contracting that was pointed out at the Anaheim conference, namely, who owns "float time" in a contract. It was reported there that the trend is against the contractor and for the owner for utilization of "float time.") The situation here is really not accurately "float time." It's just that there was plenty of time in the contract with virtually nothing on a critical path overall.

Note the price agreement to increase some of the quantities was tendered to the contractor very early and was known at the preconstruction conference. His actual performance thereafter was entirely different than his original schedule. Had we stayed within the extended P.A. 1 quantities, I would agree with the Resident Engineer that no extension should be granted, however, the fact is that we actually overran the quantities beyond what P.A. 1 had allowed on three items:

	Contract Quantity	P.A. 1	Actual
Gen. Exc., Cu. Yd.	2,100	5,500	5,866
3/4 - 0 Aggr. Base, tons	6,820	8,120	9,868
Aggr. Subbase, tons	30,800	34,340	37,747

These added overrun quantities compromise our position. I recommend a compromise extension of four days for the quantity overruns in excess of Price Agreement No. 1 only.

This was a Secondary project and such extension could be granted delegated. A rough draft letter to the contractor on this basis is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
OCT 11 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTES

that the project will be delayed for reasons which neither may foresee and possibly are not the fault of either. Delays not only impact those activities which are on the critical path, thereby extending the completion date for the project unless the durations of activities on the critical path are adjusted to compensate for the delays; but delays may also mean a potential loss of valuable float time, which may limnit the flexibility of the contractor. Such limited flexibility may require the contractor to employ more resources (manpower, equipment, tools, etc.) to complete within the scheduled time or otherwise disrupt or dislocate his schedule of operations or sequence of work on the project.

3. The Contractor's Right To Float Time

From the contractor's standpoint, it is arguable that the contractor should have the right to receive time extensions from the owner for delays for which time extensions are permitted under the contract documents, whether those delays affect activities on the "critical path" or simply consume float time of paths of activities not on the critical path. It is impossible for the contractor to implement a project with all activities being "critical" to the overall completion of the project -- thus requiring a maximum utilization of resources. In view of this, the loss of float time means the contractor must either revise his schedule significantly by either changes in sequences -- which may disrupt or dislocate his overall plan of operations -- or reductions in the durations of activities, so as to make up the loss of time caused by the delays. Assuming the contractor has properly utilized planning techniques in the preparation of the project schedule -- in other words, has set forth feasible and reasonable durations for activities -- these changes in sequences or durations may have a major impact upon manpower, equipment, tools, and even material which can increase the contractor's costs substantially beyond his estimate.

It can further be argued on behalf of the contractor that the contractor, as the party responsible for planning performance, scheduling performance and building the project by the

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schedule, is likewise the one who should be entitled to all of the resources available under the schedule.

4. Trend Is Against The Contractor And For the Owner

A modern trend, however, is for the owner to assert its right to float time by including provisions in the contract documents which state that the contractor will not be entitled to an extension of time under the contract unless the delays, for which extensions of time are required under the contract documents, exceed the float or slack along the paths of activities containing float time. See, e.g., United States Postal Service Specification, USPS Project 64-T-002, Louisville, Kentucky, ¶5, "Contractor-Prepared Network Analysis System"; Naval Facilities Engineering Command, Department of the Navy, NFEC Spec. No. 39-75-0105, Public Works Shops, National Naval Medical Center, Bethesda, Maryland, TS01012, ¶5, "Contractor-Prepared Network Analysis System"; Corps of Engineers Regulation ER 1-1-11, op. cit., App. A page A-73. Such clauses normally state that float time is not for the exclusive use or benefit of either the owner or the contractor. Ibid. Nevertheless, by such a requirement, the owner effectively preserves the benefit of float time for itself since the contractor is not entitled, under the contract, to receive time extensions for delays which do not exceed the float time on chains of affected activites.

A contractor should carefully determine upon bidding the project whether or not he will have the benefit of float time should events arise which entitle him to extensions of time for performance. If the contract does not preclude the contractor from the benefit, then the contractor should assert his right to receive time extensions from the owner as permitted by the contract documents when delays occur which consume float time along paths of activities, but which may not affect the activities on the critical path.

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E-220 (Rev. 3-72)

RECEIVED
SEP 23 1977
WAYNE F. COONE
RESIDENT ENGINEER

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 9-17, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 162 days, within which to complete our Contract No. 8483, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Increase in the amount of work as Price Agreement #1 $37,420.00
Purchase Order No. 487301 for 3000 Cuyds Crushed Rock

Respectfully submitted,

R. L. Coats
Contractor

By R. L. Coats

CONSENT OF SURETY

Date September 21st, 1977

We, SAFECO INSURANCE COMPANY OF AMERICA, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

SAFECO INSURANCE COMPANY OF AMERICA
C. A. Tomassene
Attorney-in-fact
C. A. Tomassene
C. A. TOMASSENE & SON
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8483 Contractor R. L. COATS

Highway Warner

Section Guano Valley, (M.P. 50.22 - M.P. 56.92)

Kind of Work Oiling

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend four-day compromise extension of contract time for the quantity overruns in excess of Price Agreement No. 1 only.

Recommended for Approval:

Robert [illegible]
Regional Engineer

for
Construction Engineer or ~~Bridge Engineer~~

H S Coulter
State Highway Engineer

Contract No.	8483
Project designation (State-Federal)	RS-333 (5)
Date awarded	Feb. 28, 1977
Work started	April 12, 1977
Per cent completed / Date	100% 8/22/77
No. of Workdays Allowed	150
No. of Workdays Used	158
No. of Added Workdays Requested	12

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
September 29, 1977

FILE: CON 5
8483

Robert Pool

FROM: Robert C. Pool
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Request for Increase in Number of Workdays
Guano Valley Section
Contract No. 8483

Here is a Contractor's Request for Increase in Number of Workdays which was submitted by R. L. Coats to increase the time from 150 to 162 days.

His reasons for the request are:

1. Increase in amount of work required by P.A. No. 1
2. Maintenance Purchase Order for 3,000 cu yds of crushed rock.

The additional work requested under P.A. No. 1 involved increase quantity of excavation, watering, aggregate subbase, and 3/4"-0 aggregate base.

Wayne Cobine has computed the time required to do this work as 9.1 days. Wayne has recommended that the contractor be granted no additional time for this work because he could have revised his schedule to complete this work within the original contract time. This was, however, extra work above that required by the contract, hence I am recommending we grant the contractor 10 additional days for this work.

The crushing of the 3,000 cubic yards of maintenance rock was accomplished after all contract rock was crushed and this had no effect on the contract time.

If 10 additional days are granted, this will leave NO 2 days of liquidated damages to remain.

RCP:pw
Enclosures
cc: W. Cobine

Bids opened 2-24-77
Contr. sent 3-7-77
Work start (drilling) 4-12-77
No activity 4-30 to 5-31
" " 6-4 " 7-11
P.A 1 quantity increase dated 3-28
& signed 3-30
Project completed 8-22
8 days @ $100.

Form 81-734-3030

RCE RE (RCE) FAE
RTE RECEIVED GEO
SEP 26 1977 RDE
REGION 4 RBE
ASSIGNED__________

FILE; CON 5
8483

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Lakeview, Oregon
September 23, 1977

Wayne F Cobine

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: Guano Valley Section

TO: Robert C. Pool
Regional Construction Engineer

Enclosed herewith find Five (5) copies of Contractors Request For Increase in Numbers of Workdays to Complete Construction Contract.

The contractors request for increase in number of workdays to complete the project is according to his statement based upon the additional work required by Price Agreement No. 1, and Purchase Order No. 487301.

Price Agreement No. 1 increased the quantities for Bid Items No. 7,8,9, and 10 (General Excavation, Watering, 3/4-0 Aggregate Base, and Aggregate Subbase) which items did substantially overrun the bid quantity requiring additional time. Allowable time would be computed as follows:

3/4-0 Aggregate Base;

Actual Work Time : 8 days
Final Quantity : 9,868 tons
Avg. Daily Tonage: 1,234 tons/day
Plan Bid Quantity: 6,820 tons

Possible Allowable Time 2.5 days

Subbase Aggregate:

Actual Work Time : 17 days
Final Quantity : 37,748 tons
Avg. Daily Tonage : 2,220 tons/day
Plan Quantity : 30,800 tons
Normal Work Time : 13.9 days

Possible Allowable Time 3.1 days

Drilling Time:

Actual Work Time : 19 days
Total Project Quantity: 58,708 tons
Avg. Daily Quantity: 3,090 tons/day
Plan Quantity : 47,807 tons
Normal Work Time : 15.5 days

Possible Allowable Time : 3.5 days

Watering and General Excavation although they did increase were preformed at the same time the subbase and 3/4-0 construction was being done, and therefore would relate to the same time on days.

CON 5
8483

The above computations, therefore would allow an additional 9.1 days (9 days) because of the increase in quantities directly related to Price Agreement No. 1.

Purchase Order No. 487301 for 3,000 cu. yds. of crushed rock was negotiated through the District Maintenance Office, and should have no bearing on project time. For the record, crushing of the maintenance materials was done after the project quantities were completed on 8-16-77. All crushing including that for maintenance materials was completed on 8-19-77.

At the preconstruction conference the contractor presented his first work schedule which indicated completion of the project about 7-1-77. Drilling operations went about as scheduled but then there was considerable delay between drilling and shooting (17 calendar workdays) and between shooting and actual production of aggregates and the roadwork (36 calendar workdays). Also at the preconstruction the contractor was notified of the estimated increases in the above before mentioned paragraphs and signed Price Agreement No. 1 on that date (March 30, 1977).

On July 25, 1977 a second or revised work schedule was received that indicated completion of the project work about August 7, 1977.

The delay between drilling and shooting was primarily due to the weather, rain showers, and snow flurries. However this is not unusual for this area, and should not be considered as per section 108.09. The time between shooting and aggregate production was also not restrictive for work, but the contractor appearently had other committments.

As I see it, the contractor had advance notice of the estimated increase in quantities, and therefore should have planned his work to complete the project on time. There was at least 53 calendar workdays after he began work which no activity was in progress. An additional 9 days were justified based upon his working time. Therefore my recommendation is that no increase in Calendar Workdays be granted.

8483

DATE: September 28, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Guano Valley Section, MP 50.22 to MP 56.92
Contract No. 8483

A 16.08 percent overrun has occurred on this project which is now completed.

The original project covered reoiling of 6.7 miles of the Warner Secondary Highway in Lake County and with reconstruction by adding a new base on about half this length. All work was on the existing alignment. More soft subgrade had to be removed and replaced than was provided for in the original contract. This added work, along with additional base quantities needed to build up shoulders to obtain the planned 28-foot oil mat, resulted in an overrun of four bid items amounting to $63,316. Engineering overran 38 percent because of heavy overtime with the contractor working 10-hour shifts and Saturdays and the remote location of the project from crew headquarters.

This is a Secondary Federal-aid Project, and the additional work is all participating. Your approval for an increase of $63,378.06 to a new total authorization of $457,561.29 is requested. This will be an item on the Consent Calendar for your October 18 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
Carl Williams
D. H. Moehring
V. E. Skoog
George Bell

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8483

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 27, 1977

FROM: John A. Bond, Engineer
Contract Administration Section

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Guano Valley Section,
MP 50.22 to MP 56.92
Contract No. 8483
Request for Increase in
Project Authorization

Herewith form E-372 showing a 16.08 percent overrun on this project which is now completed.

The original project covered reoiling of 6.7 miles of the Warner Secondary Highway in Lake County and with reconstruction by adding a new base on about half of this length. All work was on the existing alignment. The plans for the easterly half of the project where it was not intended to add a complete new base showed 41 work areas where short sections of the existing eastbound roadbed were to be removed and rebased ahead of the new oil mat. It was apparent early in the project that more of this soft spot removal had to be performed. Price Agreement No. 1 shortened the project 3/10 of a mile, but increased the excavation and base rock items to cover the additional work areas by increasing bid quantities. This work, along with additional base quantities needed to build up shoulders to obtain the planned 28 ft. oil mat, resulted in an overrun of four bid items amounting to $63,316. Engineering overran 38 percent because of heavy overtime with the contractor working 10 hour shifts and Saturdays and the remote location of the project from crew headquarters.

This is a Secondary Federal-aid project and the additional work is all participating. The money increase is all in bid items, so we are not involved with PCRB. A rough draft letter to the Transportation Commission requesting an increase of $63,378.06 to a new total authorization of $457,561.29 is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
SEP 28 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8483 9-26-77 431

Guano Valley Section
Warner Highway
Lake County
Contract No. 8483 Prefix No. 119-1054

REFERRED TO
Beard Dorn
Cole Sample
/ Eriksen F.E. Watson
Hager Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

NARRATIVE REPORT

This project was awarded to Robert L. Coats on February 28, 1977 for Oiling 6.7 miles between M.P. 50.22 and M.P. 56.92. The contract amount was $345,098.00, adding the anticipated items, contingencies, and engineer the total authorization was $394,183.23.

A preconstruction conference was held on March 30, 1977 at the Regional Office in Bend. Several items were covered; communications, contract labor relations, project asfety, work schedule, and miscellaneous bid items and their specifications.

Actual work on the project commenced on April 12, when drilling began in the quarry at M.P. 56.6. Drilling continued until May 6. No additional activity occurred until May 31, at which time the contractor began blowing the water out of the drill holes before they could be loaded and shot. The quarry was shot on June 3.

The contractor began setting up the crusher on July 11, and began crushing the 2"-0 subbase material on July 14, they continued producing materials until August 16, working 2 - 8 hour shifts generally 6 days per week, and sometimes on Sunday.

Actual work on the roadway began on July 15, when the contractor started reprocessing the existing subgrade and hauling and placing the 2"-0 subbase material. This work continued including the placing of the 3/4-0 leveling course until August 8. General Excavation, (soft spot removal) and backfill commenced of August 9, and by August 13 the contractor had excavated 5,867 cu. yds., an overrun of 179 percent of the bid item quantity, however this overrun was anticipated early in the project and a price agreement documenting the increase was processed and approved for 5,500 cu. yds.

During the construction of the subbase and leveling course, a large amount of water was necessary to set up the materials and obtain satisfactory compaction, there by causing an overrun of 127 percent in the watering item, but some of that overrun is also directly related to the overrun in the subbase and 3/4-0 leveling material. The increase in subbase and 3/4-0 material was also anticipated and covered by price agreement, however the revised estimate was still low, as some shoulders had to be built up on Doherty Slide (M.P. 53.5 to M.P. 56.6), to obtain the desired width.

Construction of the 0-11 oil mat got underway on August 15, commencing until August 22 when the 1/4-10 seal was completed. The contractor maintained the oil material for the next four days when he was ordered to sweep the excess material off the roadway. The day after the seal coat was placed the weather turned to the worse, and it is doubtful if any additional 1/4-10 stuck during the maintenance period. The final surface looks on the coarse side, but the aggregates appear to be well bonded together.

All in all the progress of the project went very well with the contractor working 2 - 8 hour shifts on the crusher, and a minimum of 1 - 10 hour shift on the roadway. Saturday work was performed 4 of the 5 weekends the contractor was on the project. The contractors excellerated schedule took a heavy toll on the engineering expenses causing around a 37 percent overrun in the engineering authorization.

The contractor used a total of 158 calendar work days, an overrun of 8 days in time. His actual working days including that for drilling and shooting the quarry only numbered about 61. It is anticipated the contractor will make a request for increase in the number of calender days. At this time I see no valid reasons for approval, but a recommendation will be made at such time it becomes necessary.

Overall the project work went very well. The coarseness of the oil mat concerns me a little, and at this time, since the weather didn't cooperate after the seal coat was completed, therefore I recommend that another seal be performed next year, if the texture doesn't improve by that time. The final project cost as per the semi-final estimate is $457,600 or a 16 percent overrun.

Wayne F. Cobine
Resident Engineer

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George
Olson
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+copy Sullivan
Scott
Savage
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SEP 26 1977
ENGINEERING SECTION
Trout
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Return To
Bring Up __/__/__
Action

STATEMENT OF OVERRUNS AND UNDERRUNS

Guano Valley Section
Warner Highway
Contract No. 8483 FAP No. RS-333(5)
Prefix No. 119-1054

ITEM	ORIGINAL AMOUNT	SEMI-FINAL ESTIMATE	PERCENT + or -
Contract Bid Items	$345,098.00	$413,061.29	+19.69
Anticipated Items	2,200.00	2,300.00	+4.55
Contingencies	15,628.41	0.00	-100.00
Engineering	31,256.82	43,000.00	+37.57
Liquidated Damages		-800.00	
Total Authorization	$394,183.23	$457,561.29	+16.08

verruns & Underruns
Contract No. 8483

TEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
1.	Furnishing Field Laboratory	Each	1	1	0.0%
2.	Mobilization	Lump Sum	100%	100%	0.0%
3.	Temporary Protection & Direction of Traffic	Lump Sum	100%	100%	0.0%
4.	Temporary Signs	Sq. Ft.	850	426.5	-49.8%
	The contractor only used one set of work signs, thereby reducing the required amount. The project was adequately sign at all times.				
5.	Temporary Barricades	Each	25	8	-68.0%
	Adequare barricades were used.				
6.	Flagmen	Hours	800	604	-24.5%
	The contractor moved in and performed the work in an efficient manor, reducing working time.				
7.	General Excavation	Cu. Yd.	2,100	5,866.76	+179.4%
	The increase in this item was anticipated, see Price Agreement No. 1. Correction of all soft spots was necessary to obtain a good job. P.A. No. 1 increased the quantity to 5,500 cu. yds. making a slight overrun of 6.7%				
8.	Watering	M-Gal.	610	1,384.5	+179.4%
	The additional water was necessary to obtain the desired compaction and is also related to the overrun in the base material.				
9.	3/4"-0 Aggregate Base	Ton	6,820	9,868.47	+44.7%
	The increase in this item was anticipated, see P.A. No. 1, however 8,120 tons on P.A. No. 1 was not sufficient to take care of the additional backfill required in the soft spots and the shoulder construction require between M.P. 53.6 and 56.6 to obtain the required width.				
10.	Aggregate Subbase	Ton	30,800	37,747.78	+22.6%
	An overrun in this item was anticipated, see P.A. No. 1, however additional quantity was needed above the 34,340 tons on the P.A. to build up the shoulders between M.P. 50.22 and 53.6 The overrun based on the increased quantity as per P.A. No. 1 was only 9.9%.				
11.	Aggregates in Asphalt Macadam	Cu. Yd.	5,390	5,868.70	+8.9%
12.	AR 2000 Asphalt in Asphalt Macadam	Ton	405	425.25	+5.0%
13.	Asphalt in Seal Coat	Ton	115	115.24	+0.2%

P. A. No. 1 Increase Quantities Bid Items No. 7, 8, 9, and 10.

8483

9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Guano Valley

WEEK ENDING: September 3, 1977

SECTION PREFIX: 119-1054

HIGHWAY: Warner

COUNTY: Lake

NAME OF JOB: Guano Valley Section

KIND OF WORK: Oiling

CONTRACTOR: R. L. Coats

CONTRACT NUMBER: 8483

FEDERAL AID PROJECT NUMBER: RS-333(5)

DATE OF CONTRACT: Feb. 28, 1977

DATE WORK STARTED: April 12, 1977

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 150

CALENDAR DAYS USED: 158

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 105

PROJECT AUTHORIZATION: $394,183.23

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $362,926.41

ENGINEERING AUTHORIZATION: $31,256.82

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 104

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $414,561.29

ENGINEERING COST TO DATE: $38,228.33

DATE PROJECT WAS COMPLETED: August 22, 1977

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 14.2%

PERCENT OF AUTHORIZATION: 122 %

Semi-Final will be submitted 9/6/77

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.4	3.4		6.4	
MILES PARTIALLY COMPLETED	3.4	3.4		6.4	
MILES COMPLETED	3.4	3.4		6.4	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,100	37,620		5,390	
TOTAL QUANTITIES CORRECTED TO DATE	5,867	47,616		5,869	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5,867	47,616		5,869	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Project Completed

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Keasey

SEP 6 1977

CO[illegible]ION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

28 SUNDAY	No Activity
29 MONDAY	No Activity
30 TUESDAY	No Activity
31 WEDNESDAY	No Activity
1 THURSDAY	No Activity
2 FRIDAY	No Activity
27 SATURDAY	Contractor completed moving all equipment from job site.

REMARKS

Project Completed. Semi-Final to be submitted 9/6/77.

FINALREPORT

SIGNED Wayne Holone LOCATION Lakeview, Oregon
Wayne F. Cobine Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8483 8

Keasey
Bond
Richmond
Form 81-734-5036
Hoskins
Johnsen
Inloes

RECEIVED
AUG 15 1977
CONSTRUCTION SECTION

Richards
Berg
Clough
Widmer

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Lakeview, Oregon
August 8, 1977

FILE: CON 5
8483

Wayne F. Cobine

FROM: Wayne F. Cobine
Resident Engineer

TO: Memo to the File

SUBJECT: Bill Caldwell Jr.
Fatal Accident
Guano Valley Section
Warner Highway
M.P. 53.00

Monday, August 1, 1977, I arrived on the subject project at about 9:20 a.m., and found that there had been a fatal accident involving the roller operator.

The facts as I found out, were that the accident happened about 8:45 a.m. The roller operator (Bill Caldwell) was rolling the subbase material, and apparently got to close to the edge (he may have gone to sleep) and the roller began to tip, the operator jumped off, or was thrown off, and the roller continue to tip over, and he was killed as the roller completely rolled over him. The accident happened about station 1442 (M.P. 53.00) on the left side of the highway. The accident was witnessed by a truck driver (Rick Miller). Several pictures were taken at the scene and will be made part of this report as well as a copy of the Police report.

The contractor's personnel immediately drove to Adel, Oregon and notified the authorities, and Robert L. Coats in Bend. The State Police arrived on the scene at about 10:05 a.m.

The project was well signed and flagmen were being used to direct traffic, however this accident did not involve anyother equipment or the traveling public. I had three (3) employee's on the project at the time; Duane Berg, head inspector., Mike Lick, inspecting at the crusher, and Gary Klassen, weighing trucks.

I telephoned John Gunter Distric Engineer, and Bob Pool Regional Construction Engineer upon arriving back at Adel at about 10:30, or 10:45 a.m.

Att: Police Report
Pictures

cc Region
Constr.

Walt Barrie
H-S. Coulter
8-16-77
FR

CASE NUMBER

PERSON REPORT

DEPARTMENT OF STATE POLICE
SALEM, OREGON 97310

CLASS MISSING ☐ DECEASED ☒
OTHER (Explain) ☐

AGENCY
Oregon State Police - Lakeview

AGENCY CASE NUMBER

Accompanying Reports
INFORMATION ☐ CUSTODY ☐
VEHICLE ☐

DISTRIBUTION
☒ Gen. Hdq. ☐ Arson ☐ Document
☒ Dist. Hdq. ☐ Narcotic ☐ Ident.
☐ Crime Lab
☒ Other Mr Nels Nelson, Special Investigator, Workmen's Compensation Board, Salem

1. Reported Date: August 1, 1977
2. Time: 10:15AM
3. Occurred Date: Aug 1, 1977 Monday
4. Time: 8:15 AM
5. Location of Occurrence: Rt 140 MP 53.1, Guano Valley, 25 mi E of Adel
6. County: Lake

PERSON
7. Last Name First Middle: CALDWELL JR, WILLIAM EARL
8. Res. Address: P.O. Box 26, Caldwell Ranch, Silver Lake, OR
9. Res. Phone:
10. Sex: M
11. Race: W
12. DOB: 08-25-47
13. Ht.: 6-0
14. Wt.: 190
15. Hair: Brn
16. Eyes:
17. Physical Identifiers or Medical Requirements:
18. Clothing:
19. Luggage:

20. Reported By: Robert G. Miller
21. Res. Address: P.O. Box 240, 2510 W 21, The Dalles, OR
22. Res. Phone:
23. Relationship: fellow worker

24. Associates Witnesses Last Seen By: Jim Johnson (fellow worker and friend)
25. Res Address: R.L. Coats Const, Bend, OR
26. Res Phone:
27. Sex: M 28. Race: W 29. DOB:

Joe Gerardo, job foreman
R.L. Coats Const, Bend, OR
M W

30. Deceased Transported To: Ousley/Osterman Mortuary, Lakeview
31. Physician Medical Examiner in Attendance: Dr Robert Bomengen, Lake Co Medical Examiner

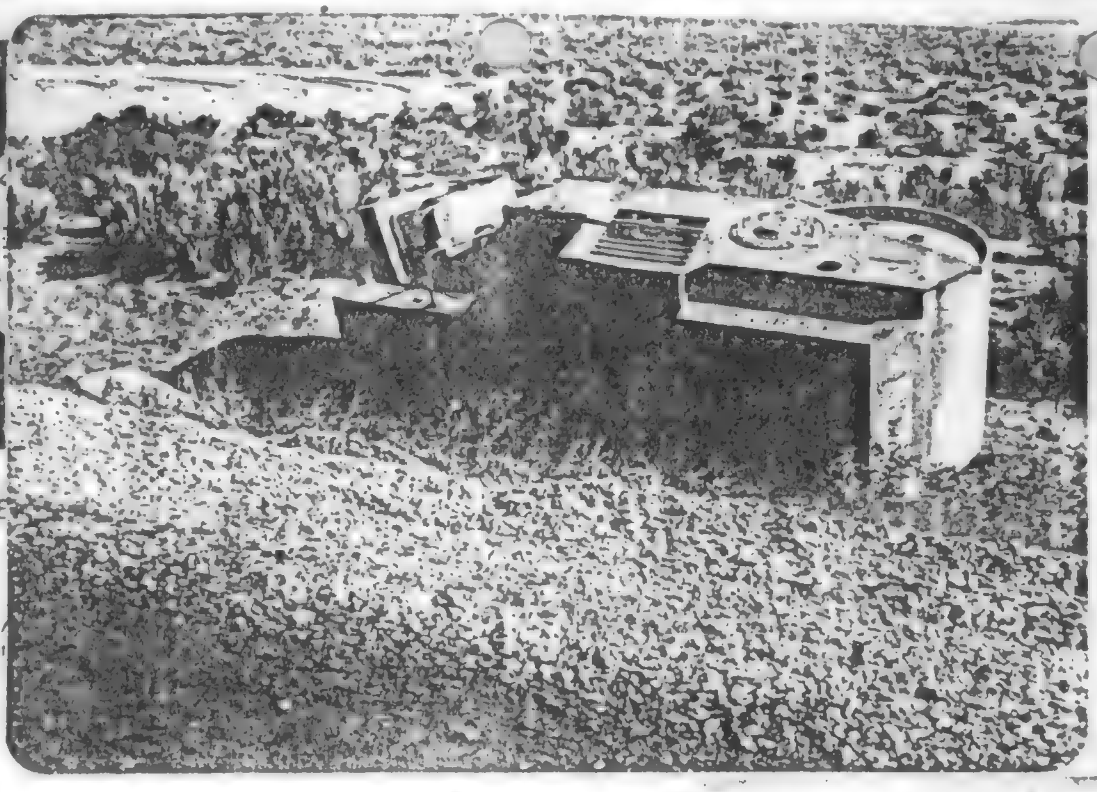
32. Details:

At 9:10 AM 8-1-77, writer was dispatched from Lakeview to cover a possible fatal accident. Writer arrived at the scene a 10:15 AM located at MP 53.1 on state highway 140 in Guano Valley about 25 miles east of Adel. This industrial accident occurred on a road construction job site at which R.L. Coats Construction of Bend is surfacing a 2 to 3 mile portion of Rt 140 with gravel in preparation for asphalt surfacing. The victim was operating a 10-ton roller eastbound at the extre left edge of the gravelled highway surface. It appears to writer that he may have dozed off or was distracted momentaril and the roller went off the left edge of the highway and turned over into a 4-foot deep side ditch. The roller rolled ov the victim, crushing his head and killing him instantly. The roller went on over, to complete a 3/4 revolution, and left the victim lying free. The roller is a 10-ton Buffalo Bomag model S812 made by Koehring. Mr Miller reported that he wa westbound driving a truck towards the victim, saw the victim coming on the roller, then looked away briefly while checkin his vehicle instruments, load, etc, then looked back and saw a dust cloud and the roller overturned in the ditch. The rol motor was still running. He felt for a pulse on the victim but could not find any. He believed the victim to be dead at that time. Joe Gerardo, the foreman on the job, stated in substance that the victim had started work at 7:30 AM, which wa 30 min late, and drove the roller from the equipment site, about 1 mile west of the scene, to where he went into the ditch The victim had 2 days experience as a roller operator and was doing a good job. Jim Johnson is a friend of the family and notified the victim's parents in Silver Lake by telephone about noon. The Lakeview Disaster Unit, after an OK from Dr Bomengen, removed the victim to Osterman Mortuary in Lakeview. A funeral home in Bend was to transport the victim to Bend. Victim's personal belongings and vehicle were secured by another friend, Gary Berg of Bend, at the job site, to be turned over to the parents upon arrival.

Case closed.

Reporting Officer(s): Carl D. Martin, Tpr
Off. I.D. Number: 639-36
Date and Time Report Made: 8-2-77 5:00 PM
WARRANT ISSUED? ☐ Yes ☐ No
Bail—
Held By

Other Agencies Notified: Workmen's Comp Board, Salem
Date: 8-2-77
Time: AM
Method: Verbal
APB Numbers and Dates
Approved By



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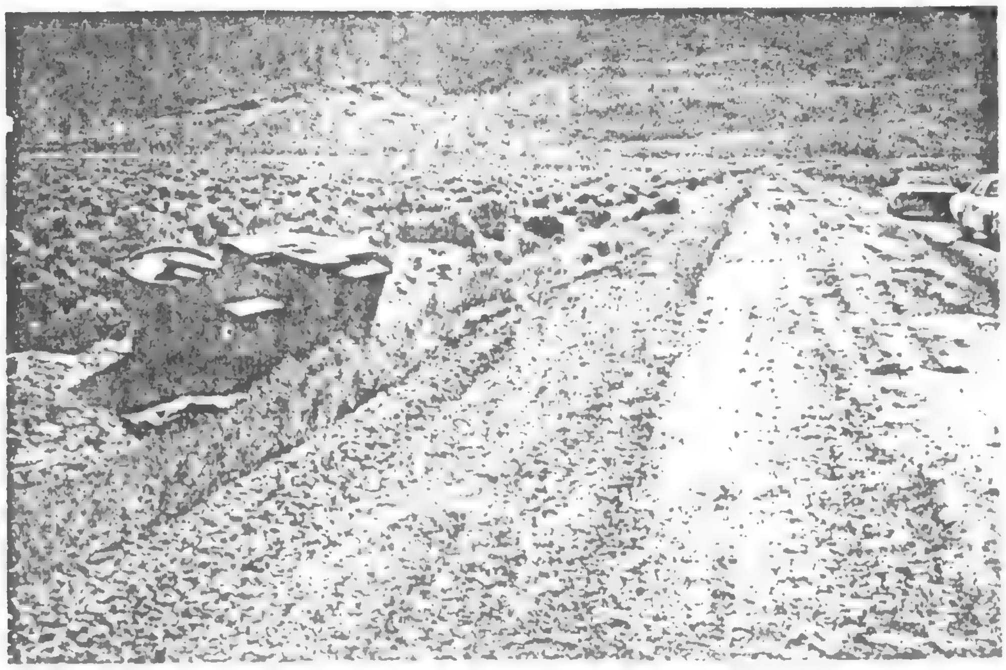
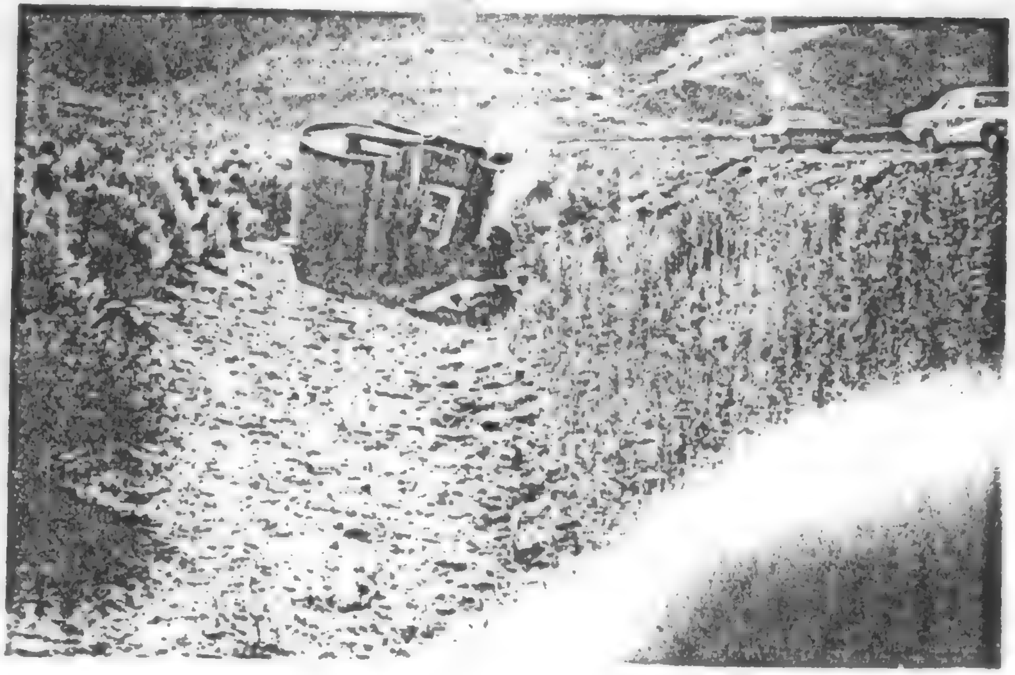


rm 81-734-3



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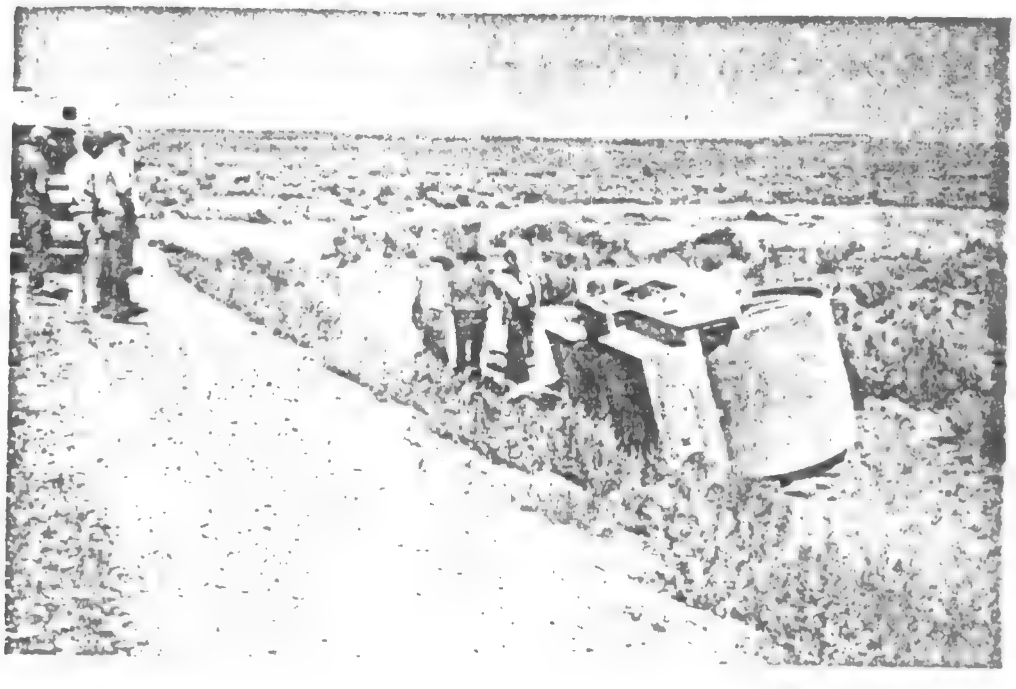

.rm 81-734

8483

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JUL 25 1977
CONSTRUCTION SECTION

Berg.
Church
Gebauer
Widmer

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701

July 22, 1977

FILE: CON 5
8483

RECEIVED
STATE HWY ENGR
JUL 26 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FROM: Robert A. Sandmann
Regional Construction Engineer

SUBJECT: Guano Valley Section
Contract No. 8483

TO: C. T. Keasey
Construction Engineer

NOTED
H. S. COULTER

Attached is letter from Resident Engineer Cobine alerting us to the fact that deterioration of the Doherty Grade is occurring much faster and extensively than anticipated.

A request for additional money for corrective measures was submitted March 21, 1977. At that time the recommendation was for the minimum amount of work (Alternate No. 1).

It is now apparent that the minimum amount of work will not be adequate to correct the problems that are now occurring. In lieu of excavating extensive breakout and soft spot areas, it now appears that the most feasible way of correcting the situation is to reconstruct the total length from M.P. 53.63 to M.P. 56.92, the same as the other rebuilt sections on the project. A cost breakdown for accomplishing the proposed work is:

Item	Cost (Savings)
Eliminate Gen. Exc.	($10,500.00)
Added Aggregate Base	76,080.00
Added 3/4"-0	21,120.00
Added Water	2,460.00
Reduce Oil Mat (0.3 mile)	(5,740.00)
Subtotal Cost:	$83,420.00
Less Contingencies:	-15,500.00
Subtotal Cost:	$67,920.00
Less PA #1 (For Alt.#1 increase)	-37,420.00
Net Cost Increase:	$30,500.00

7/26/7
CTKeasey
Submit change order to cover.

This proposal is the same as Alternate No. 3 in the March 21, 1977 letter.

The contractor is crushing at the present time. It is essential that the Resident Engineer be informed as to your decision on this matter at the earliest.

Send cys. to Coulter

RAS:pw
Enclosure

cc: W. Cobine, J. Gunter

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
July 21, 1977

FILE: CON 5
8483

FROM: Wayne Cobine
Resident Engineer

TO: Robert Sandmann
Regional Construction Engineer

SUBJECT: Guano Valley Section
Warner Highway
Lake County
Contract No. 8483

On March 10, 1977, I wrote you concerning subject project and the concern I had of the soft spots from M.P. 53.63 to M.P. 56.92 (Doherty Slide) which would increase as the work progresses.

At that time, I suggested three (3) alternatives to correct the situation. Alternate number one (1) was approved and a price agreement processed to document the changes, even though I recommended alternate number three (3).

The contractor began hauling subbase from the quarry (M.P. 56.6) to the grade (M.P. 50.22 through 53.63) on July 15 and in five days hauling (7,000 tons ±), the roadway between M.P. 53.6 and 56.6, Doherty Slide, is continuing to deteriorate (60% now) and since this is only about 25 percent of the material which will have to pass over this section, my expections are that removal of the soft spots will be inadequate to correct the problem.

Therefore, I still recommend that we proceed with alternate number three (3) as mentioned in my letter of March 10; except that now it is too late to shorten the project on the westerly end, as subbase has already been placed.

Your immediate response is requested.

WC:mr

ATT: March 10, 1977 letter

cc: R. J. VanCleave
John Gunter

ROE RE RME RCE FAE
RTE RECEIVED ENV
RUE JUL 21 1977 RDE
RSO REGION 4 RBE
ASSIGNED

Keasey
Bond
Jackmond
Norwood
Johnsen
Walker
RECEIVED
MAR 22 1977
CONSTRUCTION SECTION
Richards
G

RTE RECEIVED ENV
RUE MAR 28 1977 RPE
RSO REGION 4 RPE
ASSIGNED VAN

FILE: CON 5 8483

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
March 21, 1977

FROM: Robert A. Sandmann
Regional Construction Engineer

SUBJECT: Guano Valley Section
Warner Highway
Contract No. 8483

RS

TO: C. T. Keasey
Construction Engineer

A recent field inspection of subject project by Resident Engineer Cobine has revealed that soft spot or dig out areas have approximately doubled in size. The initial field work done to obtain information for preparing P.S. & E. for contract identified approximately 2,100 cu. yds. in soft spots. Cobine now estimates this to be 4,500 cu. yds., with a good possibility of it increasing another 500 to 1,000 cu. yds.

Attached is Cobine's report on the problem. He offers three (3) alternatives with estimates of cost. After discussing this with Wayne, it appears that Alternate 1 is the absolute minimum. Anything short of that would be equivalent to throwing the tax payers money away. As shown in Cobine's letter, Alternate 1 will cost an additional $44,180. A small savings to offset the additional cost can be obtained by:

1) Shortening the project by 0.3 mile back to Quarry Road, M.P. 56.6. The savings from 0.3 mi. less oil mat would be $5,740.

2) Eliminating the Aggregate Subbase material (8") from M.P. 50.22 to M.P. 50.46. This area could be rebased by maintenance forces if necessary, with the contractor placing leveling course and oil mat. Savings to the contract would be $6,940.

A substantial part of contingencies could be used to fund the increase. Up to $15,500. could be used. Of course, this would in effect wipe out the contingency amount.

The Net Increase to the project assuming savings from modifications 1 and 2 and using $15,500 from contingencies will be $16,000.

Please advise whether additional funding is available for the increase in work.

A pre-work conference is scheduled for March 30, 1977 in Bend. I would like to be able to let the contractor know which way we intend to go at that time.

APPROVED 3-22-77
Alt. 1 approved as outlined.
Construction Engineer
Keasey

cc: Hunter
Sandman
Cobine
Gunter

RAS:pw
cc: W. Cobine
J. Gunter
Enclosure

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: CON 5
8483

Lakeview, Oregon 97630
March 10, 1977

FROM: Wayne F. Cobine
Wayne F. Cobine
Resident Engineer

TO: R. A. Sandmann
Regional Construction Engineer

SUBJECT: Guano Valley Section
Warner Highway
Lake County

As I have mentioned to you earlier, I am and have been quite concerned about the general excavation (soft spot removal) on subject project.

I have since, made a quick survey of the soft spots, between MP 53.63 and MP 56.92 and have marked out approximately 4,500 cu. yd., compared to the 2100 cu. yd. plans quantity. This quantity will undoubtedly increase to 5,000 - 5,500 cu. yd. Therefore I offer the following alternatives;

Alternate # 1

Increase General Excavation (5,500 - 2,100)= 3,400 cu. yd. @ 5.00 =	$17,000.00
Increase Aggregate Subbase (8,400 - 3,200)=5,200 tons @ 4.00 =	$20,800.00
Increase 3/4-0 Aggregate Base(2,100-800)= 1,300 tons @ 4.40 =	$ 5,720.00
Increase Water 110 M-Gals. @ 6.00 =	$ 660.00
Total +	$44,180.00

Alternate # 2

Shorten Project to MP 56.6 (Quarry Rd.) and scarify existing Surfacing MP 53.63 to MP 56.6 and completely rebase.

Elliminate General Excavation 2,100 cu. yd. @ 5.00 =	- $10,500.00
Additional Aggregate Subbase (24,150 - 3,200) = 20,950 tons @ 4.00 =	$83,800.00
Additional 3/4 - 0 Aggregate Base (5,600 - 800) = 4,800 tons @ 4.40 =	$21,120.00
Additional Water 440 M-Gals. @ 6.00 =	$ 2,640.00
Reduce Oil Mat by 0.3 mi. x $19,140.00/mi. =	- $ 5,740.00
Total	+ $91,320.00

Alternate # 3

Shorten project to MP 56.6, rebase from 50.66 to 56.6 only, Oil Mat from MP 50.22 to MP 56.6.

Ellininate General Excavation	2,100 cu. yd. @ 5.00 =	-$10,500.00
Additional Aggregate Subbase (24,150 - 5,130) = 19,020 tons @ 4.00 =		$76,080.00
Additional 3/4 - 0 Aggregate Base (5,600 - 800) = 4,800 tons @ 4.40 =		$21,120.00
Additional Water	410 M-gals.@ 6.00 =	$ 2,460.00
Reduce Oil Mat by 0.3 mi. = 0.3 mi. x 19,140.00/mi =		-$ 5,740.00
Total		+ $83,420.00

As you can see no matter what we do to correct all the soft spots, we will increase the project anywhere from 11% to 21%. I would recommend that we go to Alternate No. 3, for the following reasons;

1.) MP 50.22 to MP 50.46 has adequate base, but needs 3/4 - 0 to true it up.
2.) Shortening of the project to MP 56.6 (Quarry Rd.) leaves 0.3 miles that shouldn't be disturbed under the contract, which can be maintained by the State with the rest of the highway to the Nevada State Line which is in the same condition.
3.) Rebasing from MP 53.63 to 56.6 (Doherty Slide) should elliminate future troubles in this very dangerous section.

Alternates No. 2 & 3 used full base thickness of 10 inches from MP 53.66 to MP 56.6, which if possible could be reduced to some other degree, if the FHWA would agree and participate and thereby reduce the project costs as shown above.

Please favor me with your comments and recommendations.

cc: R. J. VanCleave
Files

8483

431

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/24/77

Donald L Rout

1-27-77 Bid Letting ____ All Clear Deadline

SECTION Guano Lake Rd- Nevada State Line ~~Guano Valley (MP 50.22-53.63)~~

Highway Warner

County Lake Region 4

Type of Work Oil Mat Funds FAS

State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒				☒	Being cleared thru FHPM 7-7-2 para. 10 e & Statewide Assessment
Negative Declaration	☒				☒	
Project Assessment	☒				☒	
Write-off Letter		☒			☒	
PERMITS:						
Division of State Lands	☒				☒	
D.O.G.M.I.		☒			☒	Use current permit 19-0036
Corps of Engineers	☒				☒	
Coast Guard	☒				☒	
Co. Conditional Use	☒				☒	
NPS Air Pollution	☒				☒	
NPS Water Pollution	☒				☒	
CULTURAL:						
Cultural Survey	☒				☒	
Cultural Salvage	☒				☒	
NOISE:						
Noise Study	☒				☒	

8483 431 N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 21, 1977

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Guano Lake (MP 50.22-56.92) Sec.
Warner Highway
Lake County

TO: MEMO TO THE FILES

The Guano Lake Road-Nevada State Line Section was not approved for funding under the recent EDA program. We are, therefore, working up the subject portion of this project for an early contract letting. It is anticipated that it will be ready for the February 24, 1977, letting.

The base design for this project is the minimum acceptable based on good engineering judgement, car only traffic (120 ADT), and known frost problems. The typical section consists of two 12 foot lanes and 2 foot shoulders with the following base design.

Guano Lake to Base of Doherty Grade

8" Aggregate Base (2"-0)

2" Aggregate Leveling Course (3/4"-0)

1-1/4" 0-11 Asph. Macadam Wearing Course

Bottom of Doherty Grade to top of Doherty Summit

1-1/2" 0-11 Asph. Macadam Wearing Course

Soft spots will be dug out and treated as above with aggregate base, leveling course and 0-11 wearing course.

This base design has been discussed with Dave Carter, F.H.W.A. Area Engineer, and tentatively approved based on receiving data from Mr. Gregg. This has also been discussed with Mr. Gregg who is in agreement and will forward appropriate data to the F.H.W.A.

This project is 6.7 miles in length and is estimated to cost $460,000.

DOC:az
cc: L. W. Rulien
F. E. Terpin
A. Brummitt
F. Eriksen

/ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

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JAN 24 1977
ROAD
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Erickson 431

September 2, 1976

Frank E. Terpin
Location Engineer

J. H. Versteeg
Road Design Engineer

Guano Lake Road-Nevada State Line
Section
Warner Highway
Lake County

In response to your inquiry, "Do you agree" to the surfacing design proposed by Carl Williams, the answer is a reluctant, qualified "Yes".

I discussed the design with Gregg and he informs me that evidently Carl inadvertently omitted a 2"-thick leveling course of 3/4"-0 aggregate. It was his opinion that the Feds would not approve the proposal unless this course were added. He has had some prior communication with Dave Carter, FHWA Area Engineer, and this appears to be the minimum design that he can approve.

It is with the aforementioned qualification that I reluctantly agree with the surfacing proposed by Carl.

FET:mc

cc Clarence Gregg

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Board
Cole
✓ Eriksen F.E.
Hager
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Sample
Watson
Wolfe

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 119-1920

Bend, Oregon, 97701
August 25, 1976

FROM: Carl M. Williams
Regional Engineer

TO: Hal Versteeg
Road Design Engineer

SUBJECT: Surface Treatment
Guano Lake Rd.-Nevada State Line
Warner Highway

Region has studied this problem, dug some more test holes, and makes the following recommendation:

(1) Do not scarify any of the existing oil mat.

(2)	Guano Lake Road-Bottom Doherty Grade Place 8" of 2"-0 Agg.Base.	$ 92,000.
(3)	Bottom of Doherty Grade to Top Doherty Grade Improve drainage and dig out soft spots	10,000.
(4)	Top of Doherty Grade to Nevada State line Place 8" of 2"-0 Agg. Base, 8.6 miles	230,000.
(5)	Cover entire project with 0-11 Oil Mat	300,000.
	Mobilization and Traffic Control (ADT 110-120)	68,000.
	Engineering and Contingencies	100,000
	Total:	$ 800,000.

I think this will do the job and also please the Feds.

CMW:pw

1 Versteeg
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2 Christensen
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 12, 1976

Routing
Keasey
Bon
Jackmond
Harwood
Johnsen
Walker
RECEIVED
FILE:
AUG 13 1976
CONSTRUCTION
SECTION
Richards
Glenn
Berg

FROM: J. H. Versteeg
Road Design Engineer

TO: Carl Williams
Region 4 Engineer

SUBJECT: Surfacing Treatment
Guano Lake Rd.-Nevada State Line
Warner Highway
Lake and Harney Counties

Four alternate surfacing treatments have been considered for this 15 mile section of the Warner Highway.

Alternate No. 1

Base design by the Location Section.
Ten-inch cement treatment of the existing base material.
Fifteen miles of a 0-11 oil mat.
Total estimated cost of 1.5 million dollars.

Alternate No. 2

Dig out selected soft spots and replace with 10" of base rock including a 0-11 oil mat.

Mobilization and Traffic Control	$112,000
General Excavation and Rock Backfill	114,000
0-11 Oil Mat	300,000
Engineering and Contingencies	109,000
Total	$635,000

Alternate No. 3

Field Submittal - Alternates A & B

Scarify the macadam.
Place 6" of 3"-0 aggregate base.
Construct a 0-11 oil mat wearing surface.

Mobilization and Traffic Control	$120,000
Aggregate Base (6") and Water	300,000
0-11 Oil Mat	300,000
Engineering and Contingencies	145,000
Total	$865,000

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Alternate No. 4

3.4 miles of cement treated aggregate.
11.6 miles of digging out soft spots and replacing with aggregate and a 0-11 oil mat.

3.4 Miles Cement Treated Base	$250,000
15 Miles of Digging Out Soft Spots and a 0-11 Oil Mat	635,000
Total	$885,000

Alternate No. 1 at 1.5 million dollars is beyond the funding capacity of the Division for this section of highway. This base design does have the approval of the Location Section and the FHWA.

Alternate No. 2 is the least expensive and could be more readily funded. This design, while minimal, has the concurrence of the Region Engineer and the Maintenance Engineer. The FHWA Area Engineer, the Region 4 Maintenance Engineer and the Base Design Engineer do not concur in this base design.

Alternate No. 3 may be at the upper limit or beyond our funding capacity for this section of the Warner Highway. This is the field alternate submitted by the resident engineer, has the approval of the Region 4 Maintenance Engineer, does not have FHWA concurrence and the Base Design Engineer questions the value of the 6" of base material to prevent frost heave and surface failure.

The Alternate No. 4 proposal is to cement treat the 3.4 miles of the Guano Lake Road and minimal surface repair on the three mile Doherty grade and dig out and rebasing the soft spots on the remaining 9.5 mile section to the Nevada state line. Alternate No. 4 was discussed with Clarence Gregg and has the tentative concurrence of the FHWA Area Engineer. It is Mr. Gregg's opinion that the upper nine mile section will fail if we have a cold winter due to frost damage but would serve for a number of years if the winters are not too harsh.

There have been some surface failures on recent projects because of poor materials, minimal surfacing design and other reasons. There is a reluctance to approve a project that might not provide an adequate service for a reasonable length of time. At the same time limited construction and maintenance funds must be used to provide maximum system benefits. Before preparing the contract plans for this project and seeking FHWA concurrence your recommendations for a reasonable base design are requested.

JHV:jh

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BY FINAL DESIGN ENGINEER

/ Versteeg ✓
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
August 10, 1976

J H Versteeg

FROM: J. H. Versteeg
Road Design Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Surfacing
Guano Lake-Nevada State Line
Warner Highway
Lake County

Three alternate surfacing treatments have been considered for this 15 mile section of the Warner Highway.

Alternate No. 1

Cement treatment of the entire 15 mile section plus a 0-11 oil mat. This is estimated to cost 1-1/2 million dollars or approximately $150,000 per mile. It has FHWA approval.

Alternate No. 2

A 10" cement treatment and a 0-11 oil mat on a three mile section of the Warner Highway. This is estimated to cost $377,000 or $110,000 per mile.

Alternate No. 3

It is proposed to dig out selected soft spots and replace with 10" of base rock or to treat the soft spots with cement to a depth of 6". Either of these treatments, including a 0-11 oil mat, could be constructed for an estimated $635,000 or an average of $42,000 per mile.

Mobilization and Traffic Control	$112,000
General Excavation and Rock Backfill	114,000
0-11 Oil Mat	300,000
Engineering and Contingencies	109,000
Total	$635,000

Alternate No. 3 should provide an adequate surface treatment at a reasonable cost. Carl Williams supports digging out and the oil mat treatment. All of the others involved in the field review of this project think that it is a waste of money. It will be difficult to get FHWA approval of this proposal.

I recommend that Alternate No. 3 be given serious consideration for the resurfacing of a five mile section of the Warner Highway at a cost of between $220,000 and $250,000. If you concur in this proposal, we will try to get PS&E approval from the FHWA.

JHV:jh

Form E-49

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Guano Lake Rd. - Nevada St. Line

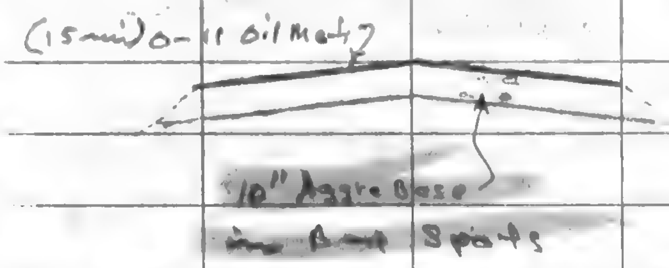
Lake & Harney Co.

By Roberts

8, 9, 76

[illegible] does not incl. mobil

	Unit	Quantity	$		Amount	
Field Lab	All				2000	
Mobilization	All				30,000	
Temp. Prot. & Dir. Traffic	All				16,000	
Temp. Signs	Sq ft.	850			5,100	
Temp. Barricades	Each	25	100		2,500	
Flagman	Hr.	2660	21		55,860	111,460
Gen. Exc.	Cu. yd	10,500	4		42,000	
Aggregate Base	Cu. yd.	10,500	6.50		68,250	
Watering	M-Gal	265	15		3975	114,225
Aggre. In Asph. Macadam	Cu. yd.	12,110	9.25		118,073	
AR 2000 Asph.	Ton	910	150		136,500	
Asph. In Seal	Ton	255	180		45,900	414698
						300.473
					526,158	
		Engr. & Cont. 20%			105 232	
			Total		$ 631,390	



Form E-49

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

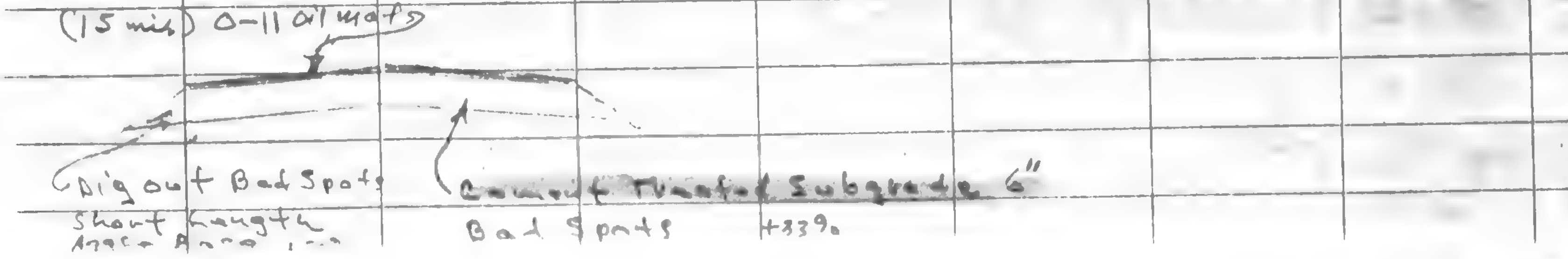
SHEET .... OF .... SHEETS

[illegible] Lake Rd. – [illegible]
[illegible] Highway [illegible]

[illegible]
8,9'76

Prices Do Not inclu. mobil

	Unit	Quantity	$	Amount	
Field Lab	All			2,000—	
Mobilization	All	~~98~~		30,000	
Temp. Prot. Dir. Traffic	All			16,000—	
Temp Signs	Sq. ft.	850	6—	5,100—	
Temp Barricades	Each	25	100—	2,500—	
Flagman	Hr.	2,660	21	55,860—	
Gen. Exc.	Cu. yd.	3,500	4—	14,000—	
Aggregate Base	Cu. yd.	3,500	6 50	22,750—	
6" Cement Treated Subgr.	Sq. yd.	36,000	0 65	23,400—	
Cement in Treat. Subgr.	Ton	620	90—	55,800—	
1/4"-#10 Aggre. In Chip Seal	Cu. yd.	180	10 85	1,953—	
Asph. In Chip Seal	Ton	29	180—	5,220—	
Watering	M-Gal	10	15—	150—	
Aggre. In Asph. Macadam	Cu. yd.	12,110	9 75	118,073—	
AR 2000 Asph.	Ton	910	150—	136,500—	
Asph. In Seal	Ton	255	180—	45,900—	423,746
				535,206—	
		Engr. & Contn. 20%		107,040	
			Total	$642,246—	



OREGON STATE HIGHWAY DIVISION

~~[illegible] BID SCHEDULE~~ COST ESTIM

Sheet 1 of 1

Date 7-15-76

Section Guano Lake Rd - Nevada State Line

County Lake & Harney

Kind Of Work

Length

Name Day

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	Furnishing Field Laborary		All	All	[illegible]	2000
	Mobilization (Labor Zone E use	8%)	All	All		98,200
	Temporary Protection and Direction of Traffic		All	All		16,000
	Temporary Signs		SqFt	850	6 –	5100
	Temporary Barricades		Each	25	100 –	2500
	Flagmen		Hr.	2600	21 – ✓	55,660
	Cement Treated Subgrade		Sq Yd	247,400	1.10	
	Cement for Treated subgrade		Ton	7240	95.00	
	1/4" - #10 Aggregate in Chip Seal		Cu Yd	1250	5.25	
	Asphalt in Tack Coat		Ton	205	195.00	
	Aggregated in Asphalt Macadam		Cu Yd	12,110	6.65	
	AR 2000 Asphalt in Asphalt Macadam		Ton	910	170 –	
	Asphalt in Seal Coat		Ton	255	195 –	

1,326,080 –

Engr & Conting 165,760

1,491,840 –

8483

8-2-76

LETTER OF APPROVAL AND/OR AUTHORIZATION

RS-333(5)
STATE PROJECT NO.
Guano Valley Sect.

FROM:
G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO.
RS-114

COUNTY NAME
Lake

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 16 '76
REFER TO
Rulien
FOR
Info | Inves | [illegible] | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
8-2-76	8-2-76	Secondary Rt. 170 (Old FAS 699)
		STATE ROUTE NUMBER Secondary Route 431

GENERAL LOCATION:
SR 140 - 9.1 miles N.W. of Harney County Line N.W.

GENERAL DESCRIPTION OF WORK:
Portland cement admixture and applying an intermediate type surface.
(Code 5234 - Miles 3.41)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Approval
(TEC 377,100 - FF 323,300)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 7-30-76 letter, I approve this project for inclusion in the Federal-aid program.

Also, as requested in Mr. Rulien's 7-30-76 letter, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $377,100 - Federal funds $343,300 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-2-76	G. K. Hossner for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-651-[illegible]

July 30, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Program Data Submission
Project No. RS-333(5)
Lake County

We are submitting revised program data for one project, Item No. 114, Project No. RS-333(5), "Guano Valley (MP 50.22-MP 53.63) Section."

It is the Oregon State Highway Division's intention to receive bids for this project on August 26, 1976, with a minimum advertising period of two weeks based on the fact that time is of prime importance as the surface of this section of highway is deteriorating at an accelerated rate. Receiving bids and award of contract any later in the year will not allow enough time to accomplish the first stage of construction necessary to accommodate traffic during the winter season. The specifications will require the cement treated subgrade with a chip seal applied be completed by November 1, 1976.

We request the following:

(1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

(2) Approval of the program for inclusion in the Federal-Aid Rural Secondary Highway Program.

(3) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of$377,100 with obligation of Federal Funds of $323,300.

JLG:pal
Enclosure

cc: C. M. Williams (Region 4)

NO.

FORM PR-1
(REV. 4-61)

FEDERAL- AID PROGRAM DATA

7-30-76 Rev.

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 140, 9.1 mi NW of Harney Co Line, NW		120 DHV 20	180	96	10	Oregon	41	075	114

ROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA APP	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
e Admixture, I.T. Pavement								RS-	333	(5)		

AL FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Lake	037	☐ 1 OR ☒ 2

AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
------	S	170*	431	---

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) 5234		"Guano Valley (MP 50.22-MP 53.63) Sec	3.41	377,100	323,300	53,800		ROW - 200' normal; Access Control - none; Parking Restrictions - none.
PARED BY JLG			PROJECT TOTALS	3.41	377,100	323,300	53,800		

GRAM APPROVAL DATES

REMARKS

* Old FAS 699

-over-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

7-30-76 Rev.

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) SR 140, 9.1 mi NW of Harney Co Line, NW	ADT	PRESENT 120 DHV 20	FUTURE 180 / YEAR 96	REGION 10	STATE NAME Oregon	STA COD

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.C. Base Admixture, I.T. Pavement	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS-	NUMBER 333	SEQ. (5)

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Lake				CODE 037
	NAME OF URBAN AREA ------	ROUTE NO. S	FEDERAL-AID 170*	STATE 431	U.S. ---	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) 5234		"Guano Valley (MP 50.22-MP 53.63) Sec	3.41	377,100	323,300	53,800	
CARD 1	CODE 1	PREPARED BY JLG					PROJECT TOTALS	3.41	377,100	323,300	53,800	
1	14	PROGRAM APPROVAL DATES							(16) (23)	(24) (33)	REMARKS	

ROW
Acces
none
Restr

* Old FAS 699

GUANO VALLEY (MP 50.22-MP 53.63) SECTION

PROJECT NO. RS-333(5)

Facility: 28-foot bituminous surface roadway.

Sections: 28-foot bituminous surface roadway.

Data: Reconstruct existing roadway by pulverizing the
g and base and treating with portland cement admixture
ying an intermediate type surface (bituminous mat more
nch compacted thickness) to provide a 28-foot roadway.
cidental work common to this type of project.

ction, Airports, Railroads, Water Developments, Histor-
Recreational Areas: None invloved

ns to Minimum Design Standards: None.

al Right-of-Way: None.

-2 Requirements: Nonmajor action project as set forth
raph 10e.

IM 50-1-70 Requirements:

(a) State Clearinghouse - Exempt from A-95 Review under working agreement.

(b) District 11 Clearinghouse - None functioning.

FHPM 7-7-5 Requirements:

(a) Public Hearings - None required under Oregon Action Plan.

(b) Location/Design - Not a factor in the development of this project.

Note: (1) This project is in Congressional District No. 2.
(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS and E stage and the number stipulated in the PS and E documents.

GUANO VALLEY (MP 50.22-MP 53.63) SECTION

PROJECT NO. RS-333(5)

Existing Facility: 28-foot bituminous surface roadway.

Adjacent Sections: 28-foot bituminous surface roadway.

Project Data: Reconstruct existing roadway by pulverizing the surfacing and base and treating with portland cement admixture and applying an intermediate type surface (bituminous mat more than 1-inch compacted thickness) to provide a 28-foot roadway. Also, incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None invloved

Exceptions to Minimum Design Standards: None.

Additional Right-of-Way: None.

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in paragraph 10e.

IM 50-1-70 Requirements:

(a) State Clearinghouse - Exempt from A-95 Review under working agreement.

(b) District 11 Clearinghouse - None functioning.

FHPM 7-7-5 Requirements:

(a) Public Hearings - None required under Oregon Actio

(b) Location/Design - Not a factor in the development project.

Note: (1) This project is in Congressional District No
(2) On-the-job trainees, as set forth in FHWA or interim 7-2(2), on this project will be dete at PS and E stage and the number stipulated PS and E documents.

July 15, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

J L Gaither
FROM for L. W. Rulien
Program Management Engineer

SUBJECT Program Data Submission

We are submitting program data for the following two projects:

Item No. 113, Project No. RS-306(4), Richmond Jct.-Melvina Cr. Sec.
Item No. 114, Project No. RS-333(5), Guano Lake-Nevada State Line

It is the Oregon State Highway Division's intention to receive bids for these projects on August 5, 1976, with a minimum advertising period of two weeks based on the fact that time is of prime importance as the surface of these two sections of highway is deteriorating at an accelerated rate. Receiving bids and award of contract any later in the year will not allow enough time to accomplish the first stage of construction necessary to accommodate traffic during the winter season. The specifications will require the cement treated subgrade with a chip seal applied be completed by December 1, 1976 on the 8.4-mile Nevada end of Project RS-333(5) and the whole of Project RS-306(4).

We request for each project the following:

(1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

(2) Approval of the program for inclusion in the Federal-Aid Rural Secondary Highway Program.

(3) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost with obligation of Federal funds in the amounts stipulated in the program.

JLG:jb

Encl.

cc: C. M. Williams (Region 4)

ON NO.

.O.

FORM PR-1
(REV. 4-61)

7-15-76

FEDERAL-AID PROGRAM DATA

ER (20)

PROJECT LOCATION (45 typewriter spaces) 21: SR 140, Navada State Line, NW 15.06 Mi. 65

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	120 DHV 20	180	96	10	Oregon	41	075	114

PROPOSED WORK (35 typewriter: Admixture, I.T. Pavement 62

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTHYR

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only: POST MI.	DESIG.
RS-	333	(5)		

ERAL FUNDS: Rural Secondary

COUNTY NAME: Harney and Lake 025 | CODE 037

N AREA: - - -

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	170*	431	---

PROGRAM STAGE: ☐ 1 OR ☒ 2

WORK: CLASS	WORK: TYPE	WORK: STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) 5234		"Guano Lake- Nevada State Line Section"	15.06	1,500,000	1,286,000	214,000		ROW - 200' normal; Access Control - none; Parking Restrictions - none.
PARED BY: JLG			PROJECT TOTALS	15.06	1,500,000	1,286,000	214,000		

GRAM APPROVAL DATES

REMARKS

* Old FAS 699

-over-

FEDERAL-AID PROGRAM DATA

FORM PR-1 (REV. 4-61)

TRANSACTION NO.

DATE SUBMITTED TO W.O. 7-15-76

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) SR 140, Navada State Line, NW 15.06 Mi. 21 68	ADT	PRESENT 120 DHV 20	FUTURE 180 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon	STA CO 4 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.C. Base Admixture, I.T. Pavement 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) RS- 14 23	NUMBER 333 7	SEQ. (5

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Harney and Lake	025 CODE 037 (14) (16)
	NAME OF URBAN AREA 17-31 - - -	ROUTE NO. S	FEDERAL-AID 170* (32) · STATE 431 (36) (37) · U.S. --- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE								
5					ROW								
5					CONST (CODE) 5234		"Guano Lake-Nevada State Line Section"	15.06	1,500,000	1,286,000	214,000		ROW Acce none Rest

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	15.06	1,500,000	1,286,000	214,000	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

* Old FAS 699

GUANO LAKE-NEVADA STATE LINE SECTION

PROJECT NO. RS-333(5)

Facility: 28-foot bituminous surface roadway.

Sections:

nd - 28-foot bituminous surface roadway.
nd - State of Nevada (unknown)

ata: Reconstruct existing roadway by pulverizing the
and base and treating with portland cement admixture
ing an intermediate type surface (bituminous mat more
ch compacted thickness) to provide a 25-foot roadway.
idental work common to this type of project.

tion, Airports, Railroads, Water Developments, Histor-
Recreational Areas: None involved.

s to Minimum Design Standards: None.

l Right-of-Way: None.

2 Requirements: Nonmajor action project as set forth
aph 10e.

IM 50-1-70 Requirements:

(a) State and District 14 Clearinghouse - Exempt from A-95 review under working agreement.

(b) District 11 Clearinghouse - None functioning.

FHPM 7-7-5 Requirements:

(a) Public Hearings - None required under Oregon Action Plan.

(b) Location/Design - Not a factor in the development of this project.

Note: (1) This project is in Congressional District No. 2.
(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

GUANO LAKE-NEVADA STATE LINE SECTION

PROJECT NO. RS-333(5)

Existing Facility: 28-foot bituminous surface roadway.

Adjacent Sections:

W. End - 28-foot bituminous surface roadway.
E. End - State of Nevada (unknown)

Project Data: Reconstruct existing roadway by pulverizing the surfacing and base and treating with portland cement admixture and applying an intermediate type surface (bituminous mat more than 1-inch compacted thickness) to provide a 25-foot roadway. Also, incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Exceptions to Minimum Design Standards: None.

Additional Right-of-Way: None.

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in paragraph 10e.

IM 50-1-70 Requirements:

(a) State and District 14 Clearinghouse - Exempt from under working agreement.

(b) District 11 Clearinghouse - None functioning.

FHPM 7-7-5 Requirements:

(a) Public Hearings - None required under Oregon Act

(b) Location/Design - Not a factor in the developmen project.

Note: (1) This project is in Congressional District
(2) On-the-job trainees, as set forth in FHWA interim 7-2(2), on this project will be de at PS & E stage and the number stipulated PS & E documents.

8483 431 N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

July 8, 1976

FROM: Frank E. Terpin F.E.T.
Location Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Guano Lake Road-Nevada State
Line Section
Warner Highway
Lake County

The location data for the subject project has been transmitted to you under separate cover.

The typical section for Alternate "A" should be used in preparing the plans for the project.

The estimate for the project (Alternate "A") is considerably more than the amount programmed. Mr. Hunter has been informed of this and has instructed that the project be prepared. If necessary, funds will be taken from some other project to make up the difference.

He has issued instructions to prepare the project for a bid opening as soon as possible, July 29 if possible, or a special letting as soon thereafter as the project can be readied.

FET:mc

cc Ben Gifford
Carl Williams

1 Versteeg
2 Olson
copy Christensen
copy Scott
copy Swenson
copy Savage
3 Trout

RECEIVED
JUL 0 8 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

8483 6-76 431

3 3

OREGON STATE HIGHWAY

OILING PROJECTS

5-11
76

WARNER HIGHWAY #431
MATERIAL ON HAND M.P. 56.60 RIGHT

	Cu Yd 1¼"-¾"	Cu Yd ¾"-½"	Cu Yd ½"-¼"	Cu Yd ¼"-#10
ON HAND	4715	1774	1835	1859
0-11 MP 50.22 TO 53.57 FULL 3.35 MILES	-1330	550	550	550
BALANCE	3,385	1,224	1,285	1,309
0-11 MP 53.57 TO ~~65.28~~ 61.07 ~~[illegible]~~ 7½ MILES	-2,980	1,224	1224	1224
BALANCE	405	0	61	85
61.07 TO 65.28 4.21	1672 ±	690 ±	690 ±	690 ±

4-0 Base on hand to base soft areas
in the 7½ miles
Blade Time & Water for base prep. on 3,35 mile.
Gunter can haul from rock production job now
starting the rock needed to reach the state line.

File

Job No. ....

Sheet 2 of 3

OREGON STATE HIGHWAY DEPARTMENT

OILING PROJECTS

Made by .... 5-11 1976 Checked by .... 19.... Back checked by .... 19....

HIGHWAY: WARNER #431

MILEPOST: 53.57 TO 61.07

LENGTH: MILES 7.5 FEET —

WIDTH: 28

TYPE: O-11

FACTOR: 28/20 = 1.4 + 10% = 1.54

AGGREGATE:

1¼" - ¾" — 1.54 × 7.5 × 258 = 2980 C.Y.

¾" - ½" — 1.54 × 7.5 × 106 = 1224 C.Y.

½" - ¼" — 1.54 × 7.5 × 106 = 1224 C.Y

¼" - #10 — 1.54 × 7.5 × 106 = 1224 C.Y.

ASPHALT: 1.54 × 7.5 × 55.22 = 640 TON

AGGREGATE: 6652 CuYD × $ 7 00/xx CuYD = $ 46,564

ASPHALT: 640 TON × $ 80 00/xx TON = $ 51,200

TOTAL —— $ 97,764

LABOR ___% - $

EQUIP ___% - $

MATERIALS ___% - $ ________

ESTIMATED COST $ ________

Job No.
Sheet 1 of 3

OREGON STATE HIGHWAY DEPARTMENT

Calculations for OILING PROJECTS

Made by 5-11 1976 Checked by

HIGHWAY: WARNER #431

MILEPOST: 50.22 TO 53.57

LENGTH: MILES 3.35 FEET ——

WIDTH: 28

TYPE: O-11

FACTOR: $\frac{28}{20} = 1.4 + 10\% = 1.54$

AGGREGATE:

1¼"-¾" — 1.54 x 3.35 x 258 = 1330 C.Y.

¾"-½" — 1.54 x 3.35 x 106 = 550 C.Y.

½"-¼" — 1.54 x 3.35 x 106 = 550 C.Y.

¼"-#10 — 1.54 x 3.35 x 106 = 550 C.Y.

ASPHALT: 1.54 x 3.35 x 55.22 = 285 TON

AGGREGATE: 2980 CuYD x \$7.00 CuYD = \$20,860
ASPHALT: 285 TON x \$80.00 TON = \$22,800

TOTAL —— \$43,660

LABOR ___% - \$
EQUIP ___% - \$
MATERIALS ___% - \$___

ESTIMATED COST \$___

8484 Siuslaw River Br. on the 1977
Ore. Coast Hwy. at Florence
(Deck replacement)

8484 2

August 25, 1977

U. S. Fidelity & Guaranty Co.
Portland Office
520 SW 6th Avenue
Portland, OR 97204

Gentlemen:

On August 24, 1977, we wrote to you concerning release of final payment on Contract No. 8484 awarded to R.D.M. Constructors for deck replacement on the Siuslaw River Bridge of the Oregon Coast Highway in Lane County.

Final payment on this contract is $1,015 and the total contract amount is $128,057.62 including $3,649.22 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc R.D.M Constructors
P.O. Box 3018
Salem, OR 97302

C. T. Keasey
Walt Hart
V E. Skoog Attn: Dick Hacek
Alfred Shirley

8484

REPORT NO. 17

2

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SIUSLAW RIVER BRIDGE

WEEK ENDING: JULY 23,1977

SECTION PREFIX: 20-4226

HIGHWAY: OREGON COAST

COUNTY: LANE

NAME OF JOB: SIUSLAW RIVER BRIDGE

KIND OF WORK: DECK REPLACEMENT

CONTRACTOR: R.D.M. CONSTRUCTORS

CONTRACT NUMBER: 8484

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: FEBRUARY 28,1977

DATE WORK STARTED: APRIL 5,1977

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: NOVEMBER 1, 1977

PERCENT OF TIME ELAPSED: 24.1%

PROJECT AUTHORIZATION: $ 141823.93

EXCLUSIVE OF ENGINEERING: $ 130577.98

ENGINEERING AUTHORIZATION $ 11245.95

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%

THIS WEEK 0.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 134277.06

ENGINEERING COST TO DATE (Corr) $ 13568.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102.8%

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 2.8 %

PERCENT OF AUTHORIZATION 120.6 %

DATE PROJECT WAS COMPLETED: JUNE 2,1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO. XXXXXXXX	DECK REPLACEMENT						
PERCENT	100.%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	OVERCAST			
TUESDAY	CLEAR			
WEDNESDAY	CLEAR			
THURSDAY	CLEAR			
FRIDAY	CLEAR			
SATURDAY				

READY

RECEIVED
AUG 1 1977
CONSTRUCTION
SECTION

Routing
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes
Richards
Glenn
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Siuslaw River Bridge - for week of July 24 thru 30, 1977.
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: No activity.

Project work complete.

Semi-final data submitted July 29, 1977.

FINAL REPORT

SIGNED Ellis H Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8485 Periwinkle Cr. Br. (Albany) 1977
Sec. of FAU Rte. 2940
(Grading, paving & structure)

C+1 5552 1-28-76

OREGON STATE HIGHWAY DIVISION

FORM [illegible]

HIGHWAY DIVISION INVOICE

NO. 126789

DATE	6-4-79
BILLING REQ. NO.	CC 1994
YOUR ORDER NO.	

CREDIT DISTRIBUTION

322-1940-295	2,588.69
322-1068-295	2,523.50

ALBANYC

City of Albany
240 West Second St.
Albany, OR 97321

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING PER ATTACHED ITEMIZED STATEMENT:			
Urban System Project M-2940(1) Periwinkle Creek Bridge Third Ave. Covered by Agreement dated 10-28-75 Contract No. 8485			
TOTAL COST			164,193.71
Less Federal Funds Collected			124,303.26
Less State Share			19,698.26
City Share			20,192.19
City Advance Deposit			15,080.00
			$5,112.19
Final Billing			N

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JUN 5 1979
File: PM FA
LG OP
TAA

Form 81-734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
5-16-79	CC 1994	

CREDIT DISTRIBUTION

322 - 1940 - 295	$2,835.65
322 - 1068 - 295	$7,156.54

BILL TO: Code: __________

City of Albany
240 West Second Street
Albany, Oregon 97321

Attn: Harold Leedon, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING PER ATTACHED ITEMIZED STATEMENT:			
Urban System Project M-2940(1) Periwinkle Creek Bridge Third Avenue Covered by Agreement dated 10-28-75 Contract No. 8485			
TOTAL COST			$164,193.71
Less Federal Funds Collected			124,303.26
Less State Share			19,698.26
City Share			20,192.19
City Advance Deposit			15,080.00
(Attach itemized statement to Invoice)			

Advance Deposit Amount	$ 15,080.00
Advance Deposit Previously Transferred to Highway Fund	$ 10,200.00
Balance	$ 4,880.00
Transfer to Highway Fund	$ 9,992.19
Refund Due	$ - - -

Amount Due . . . . . $ 5,112.19

Partial or final request for billing FINAL

Number of the previous request in connection with this service. CC-1719

Submitted by:

Gary E. Zehner
Gary E. Zehner

Approved:

Gerald Wimer

SP*35737

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** May 16, 1979

CITY Albany **Contract No.** 8485 **Date Completed** 8-25-77

PROJECT # M-2940(1) **Section** Periwinkle Cr. Bridge, Third Ave.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering	$ 19,703.08
Total Contract Payments	121,265.11
S.F.O. #1 Permanent Striping	115.41
Construction Engineering	22,094.55
Training Expense	836.40
Equal Opportunity Program Expense	179.16
TOTAL PROJECT COST	$164,193.71
Federal Funds Collected	124,303.26
SUBTOTAL	$ 39,890.45
Less Non-Participating P.E. Costs	493.93
Amount to be Shared by State & City	$ 39,396.52
State Share	19,698.26
Partial City Share	$ 19,698.26
Non-Participating P.E. Costs	493.93
TOTAL CITY SHARE	$ 20,192.19

Reference: Billing Form CC 1994

Finaled FA Projects

EAUS

FAP No.	Contr	Prefix	Description	FA Funds	D
RS 153 (1)	8491	135 1033	M Unit Richmond Jct Circle Cr	327 120.33	4-
RS 333 (5)	8483	119 1054	Guano Valley	390 973 78	4-2
RS 139 (1)	8493	103 1070	Murphy Creek Roaring R	136 575 74	4-2
RS B472 (1)	8513	Various	Frenchglen Hwy - Diamond Maint	234 008 08	4-2
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	4-2
M 1555 (1)		324 1943	(Revisal Final) Mission St - Bellvue St	64 906.85	4-2
F 124 (26)	8427	8 1056	Thomas Crk - Brookings Sec	663 939.81	4-2
F 108 (12)	8439	9 1095	Glen Baker Rd - Lava Butte	384 358.18	4-2
HHS 1 (1)	8495	Various	Millard Rd Scappoose - Vernonia	44 416.93	4-2

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.	
FHWA VOUCHER NO.	
FHWA SCHEDULE NO.	
APPROPRIATION	
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*	Treasurer of the State Of Oregon
ADDRESS	Capitol Building Salem, OR 97310
PAID BY *(For use of Paying Office)*	
STATE	Oregon
VOUCHER PERIOD FROM	3-3-76
VOUCHER PERIOD TO	10-24-78

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. ALBANY M-2940(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$164,181.54	$158,975.91	78.19%	$124,303.26	$124,303.26	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	3/23/79	V.E. Skoog V.E. Skoog Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED	$ 0.00
ADJUSTMENTS	
AMOUNT APPROVED	

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Periwinkle Creek Bridge (Albany) Salem Avenue Highway Linn County					
	Preliminary Engineering (322-1940)					
	Type Code P.E.					
	State	All Required			$ 18,850.99	
	Archeological Study by U of O	All Required			358.16	
	Total Participating P.E.				$ 19,209.15	
	Construction					
	Type Code X081					
	Bridge #16274 (Sta. 9+25 To 11+95)					
	Final Contract Payment Summary	Lump Sum			121,265.11	
SFO	#1 Permanent Striping	All Required			115.41	
	Total ParticipatingConstruction				$121,380.52	
	Construction Engineering (322-1068)					
	State	All Required			18,207.08 (15%)	
	Misc. Project Costs					
	Equal Opportunity Program Exp.	All Required			179.16	
	Total Participating Cost				$158,975.91	
	Non Participating Items					
	Preliminary Engineering	All Required			493.93	
	Construction Engineering	All Required			4,711.70	
	Total Non Participating Cost				$ 5,205.63	
	TOTAL COST				$164,181.54	
	AMOUNT CARRIED FORWARD					

```
TOTAL TO DATE JOB COST SUMMARY                                                     APRIL 1979        PAGE  694

                                                                                      FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX         FUNCTION   GR  CURRENT MONTH   YEAR TO DATE        TO DATE
                                     322    1938      905      00 P 1                       2.05          39.89
                                     322    1938      906      00 P 1                                     44.55
                                     322    1938      914      00 P 1                                    123.58
                                                      TOT        P1                         2.05       1,116.30
                                                   ** JOB TOTALS **               **        2.05  **   1,116.30  **

  DAVIDSON ST PAVING (ALBANY)   CONT NO          FA PROJ NOS RRP 00S004 100                                 00      STATE
                                     322    1939      901      00 P 1                                  1,065.72
                                     322    1939      905      00 P 1                                     42.24
                                                      TOT        P1                                    1,097.96
                                                   ** JOB TOTALS **               **              **   1,097.96  **

 PERIWINKLE CRK BR (ALBANY)     CONT NO          FA PROJ NOS M   940001 100                                 00      STATE
                                     322    1940      296      00 N 9 ST Tr    130.03     150.02CR    15,019.63CR
                                     322    1940      298      00 N 9 Fed Tr   130.03CR   150.02      15,019.63
                                     322    1940      901      00 P 1 Res Engr            114.29CR     6,902.09
                                     322    1940      901      00 N 1 "   "                              44.90
                                     322    1940      904      00 P 1 Consult.            358.16         358.16
                                     322    1940      905      00 P 1 Fin. Des                         1,850.37
                                     322    1940      906      00 P 1 Br  "                            4,642.88
                                     322    1940      910      00 P 1 S&B                                644.31
                                     322    1940      913      00 P 1 R/W Lias                            30.24
                                     322    1940      913      00 N 1   "                                148.18
                                     322    1940      914      00 P 1 Ut. Lias.                          203.69
                                     322    1940      918      00 P 1 Rec. & Hyp                       1,220.81
                                     322    1940      920      00 P 1 Proj. Mgmt           52.00CR         5.08
                                     322    1940      921      00 P 1 Specs.                             642.54
                                     322    1940      923      00 P 1 Env.                               211.48
                                     322    1940      923      00 N 1  "                                   8.35
                                     322    1940      926      00 P 1 Found. Inv.                      2,497.50
                                     322    1940      926      00 N 1   "   "                            292.50
                                                      TOT        P1                      191.87       19,209.15
                                                      TOT        N1                                      493.93
                                                   ** JOB TOTALS **               **     191.87  **   19,703.08  **

 PACIFIC BLVD-SANT HWY (ALBANY CONT NO           FA PROJ NOS M   955001 100                                 00      STATE
                                     322    1944      295      00 N 9                                  1,410.00
                                     322    1944      296      00 N 9                  7,825.00CR     21,735.00CR
                                     322    1944      298      00 N 9                  7,825.00       20,325.00
                                     322    1944      901      00 P 1                    297.98       11,938.74
                                     322    1944      901      00 N 1                                     20.73
                                     322    1944      902      00 P 1                                    390.90
                                     322    1944      903      00 P 1                                    518.03
                                     322    1944      904      00 P 1                                     21.17
                                     322    1944      905      00 P 1                  1,601.10        4,634.62
                                     322    1944      908      00 P 1                                     17.52
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TOTAL TO DATE JOB COST SUMMARY                                          APRIL 1979        PAGE  193

                                                                           FISCAL         GRAND TOTAL    ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION  GR  CURRENT MONTH  YEAR TO DATE    TO DATE        BEG   END
                                  322    1064     270     01 P 1                                 734.68        76    77
                                  322    1064     296     00 N 9                                 848.78CR      77    77
                                  322    1064     298     00 N 9                                 848.78        77    77
                                  322    1064     900     00 P 1                                  43.04        77    77
                                                  TOT     P1                                     848.78
                                             ** JOB TOTALS **             **             **      848.78  **

PERIWINKLE CR BR ALBANY        CONT NO 8485 * FA PROJ NOS M   940001 100                          00     STATE
                                  322    1068     201     00 P 1 Cont. Pay          1,482.22     121,265.11    77    78
                                  322    1068     204     00 N 1                    5,912.13                   77    78
                                  322    1068     270     01 P 1 S.F.O. #1                           115.41    77    78
                                  322    1068     295     00 N 9 Trans. Bldg                       10,200.00    77    77
                                  322    1068     296     00 N 9 " St. 1,619.63CR   1,619.63CR   119,483.63CR  77    79
                                  322    1068     298     00 N 9 " Fed. 1,619.63    1,619.63     109,283.63    77    79
                                  322    1068     900     00 P 1 Engr.                896.20      21,888.98    77    79
                                  322    1068     900     00 N 1 "         12.17       32.95         260.57    77    79
                                  322    1068     921     00 P 1 Specs.                               55.00CR   77    77
                                  322    1068     950     00 P 1 Train.                              836.40    77    78
                                  322    1068     985     00 P 1 EEO.                                179.16    77    78
                                                  TOT     P1                        2,378.42     144,230.06
                                                  TOT     N1               12.17    5,945.08         260.57
                                             ** JOB TOTALS **              12.17 ** 8,323.50  ** 144,490.63  **

N BEECH ST IN SCIO             CONT NO 8517 * FA PROJ NOS OS  201001 100                          00     STATE
                                  322    1069     201     00 P 1                                  84,350.42    77    78
                                  322    1069     295     00 N 9                                  18,000.00    77    77
                                  322    1069     296     00 N 9                    1,225.92      89,136.02CR  77    79
                                  322    1069     298     00 N 9                    1,225.92CR    71,136.02    77    79
                                  322    1069     900     00 P 1                    1,730.59CR     5,464.00    77    79
                                  322    1069     900     00 N 1                    1,730.59       1,789.40    77    79
                                  322    1069     915     00 P 1                      162.71         162.71    79    79
                                                  TOT     P1                        1,567.68CR    90,977.13
                                                  TOT     N1                        1,730.59       1,789.40
                                             ** JOB TOTALS **             **          162.71  **  92,766.53  **

SPRR XING @ WILLIAMS, LEBANON CONT NO        FA PROJ NOS RR0000S020 100                           00     STATE
                                  322    1074     205     01 N 1                    1,937.20CR     1,937.20CR  79    79
                                  322    1074     270     01 P 1                   19,372.00      19,372.00    79    79
                                  322    1074     296     00 N 9       17,944.41CR 19,798.02CR    20,000.53CR  78    79
                                  322    1074     298     00 N 9       17,944.41   19,798.02      20,000.53    78    79
                                  322    1074     900     00 P 1                                       8.85    77    78
                                  322    1074     900     02 P 1          281.70    2,470.71       2,647.66    78    79
                                  322    1074     915     00 P 1           15.53      106.46         177.13    77    79
                                  322    1074     985     00 P 1                                      44.70    78    78
                                                  TOT     P1              297.23   21,949.17      22,250.34
                                                  TOT     N1                        1,937.20CR     1,937.20CR
                                             ** JOB TOTALS **             297.23 ** 20,011.97  ** 20,313.14  **
```

5485

Linn

Salem, Oregon
December 18, 1978

Fred Eriksen
Design Engineer Supervisor

J. M. Martin
Resident Engineer

Periwinkle Creek Bridge Section
City Street (Salem Avenue)
Linn County

We found your "As Constructed Narrative Report" most interesting. It was apparent with the location plan and information that there would be some problems involved in the construction. The unusual problem you had with the structure end fills really is "one for the books".

Several of us in Design appreciated your excellent coverage of problems during construction and your little chat with the contractor at the end of the job. Our compliments on a most interesting narrative!

FE:jh
cc: C. T. Keasey
C. O. Fredrickson

#8485

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 624

10-12-78

cc: State (H. S. Coulte
Washington, D.C. (HHO-32)

STATE COPY

U.S. D RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Linn	DIVISION Oregon
DATE OF REPORT 10-12-78	REPORT MADE BY Vincent J. Tabor, Asst. Area Engineer		PROJECT NO. M-2940(1)
COMPLETION DATE 8-25-77	ACCEPTANCE DATE BY CONTRACT AGENCY 7-12-78	TIME ELAPSED 100 %	CONTRACT TIME 150 work days
APPROVED EXTENSIONS None	LOCATION Periwinkle Creek Bridge on Third Avenue in Albany		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

The project provided for construction of a prestressed-type 3 beam structure to replace a reinforced concrete arch span of deficient width.

Original overall costs were estimated at $128,783 and final costs at $137,393 for an overrun of approximately 6 percent. This was generally due to additional engineering.

Questions raised at the final inspection have been satisfactorily resolved, and are addressed in a supplementary inspection report.

Acceptance is recommended.

RECEIVED
STATE HWY ENGR
OCT 26 '78
REFER TO
FOR

10-26
cy Kinsey

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. Kappus Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE 10-24-78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8485

8

ROBERT W. STRAUB

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: August 4, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

AGENDA
AUG 15 1978
1C-2

SUBJECT: Request for Increased Project Authorization
Periwinkle Creek Bridge Albany FAU 2940
Linn Co.
Contract No. 8485

This federal-aid project has recently been completed and an overrun of $15,093.22, or 11.7 percent, is anticipated.

The contract items overran by $5,064 due to the originally estimated quantities being low for several items, particularly embankment and aggregate base.

Engineering is expected to overrun by $12,283.15, partly due to difficulties in fitting the structure to an existing roadway section with rough horizontal and vertical alignment. Also, the life of the project was extended several months when settlement of the bridge approaches occurred. Although the contractor corrected the problem, considerable soil testing, drilling, and construction engineering was performed to determine the cause of the problem, and to inspect the corrective work.

Work covered by change orders amounted to $2,253.93 less than the amounts authorized for anticipated items and contingencies.

Your approval is requested for an increase of $15,093.22 to a new total authorization of $143,876. This matter will be on the consent calendar for your August meeting.

WR:mk ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
Robert Church
George Bell

8485

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8485

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 4, 1978

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased
Project Authorization
Periwinkle Creek Bridge
Contract No. 8485

This completed Federal-aid project overran the project authorization by approximately $15,000 or 12 percent.

Contract items overran by $5,064, but most of the project overrun is due to engineering charges. This was partly due to difficulty in fitting the structure to an uneven roadway section with rough horizontal and vertical alignment. Problems of quality control necessitated more than normal sampling and testing and the concrete supplier changed to a new aggregate source which required qualifying the pit.

The contract work was completed August 25, 1977, but corrective work was necessary due to settlement of the bridge approaches. Although the contractor eventually corrected the problem, considerable soil testing, drilling and construction engineering was performed to determine the cause of the problem, and to inspect the corrective work. The contract work was finally considered acceptable in June of 1978.

It is recommended that an increase of $15,093.22 be approved to a new total project authorization of $143,876.

A rough draft letter to the Transportation Commission is attached.

WR:fr

Att.

cc: C. O. Fredrickson
Jack Martin
Robert Church

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
AUG - 4 '78
REFER TO
FOR
Info | Inves | R/D | D-R | Sign | Act | File

8485

8

DATE: August 4, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased Project Authorization
Periwinkle Creek Bridge
Contract No. 8485

This federal-aid project has recently been completed and an overrun of $15,093.22, or 11.7 percent, is anticipated.

The contract items overran by $5,064 due to the originally estimated quantities being low for several items, particularly embankment and aggregate base.

Engineering is expected to overrun by $12,283.15, partly due to difficulties in fitting the structure to an existing roadway section with rough horizontal and vertical alignment. Also, the life of the project was extended several months when settlement of the bridge approaches occurred. Although the contractor corrected the problem, considerable soil testing, drilling, and construction engineering was performed to determine the cause of the problem, and to inspect the corrective work.

Work covered by change orders amounted to $2,253.93 less than the amounts authorized for anticipated items and contingencies.

Your approval is requested for an increase of $15,093.22 to a new total authorization of $143,876. This matter will be on the consent calendar for your August meeting.

WR:mk ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
Robert Church
George Bell

8485

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 322-1068

July 20, 1978

Salem, Oregon

FROM: C. O. Fredrickson
REGION II ENGINEER

C. O. Fredrickson

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Cost Overrun Request
Periwinkle Creek Bridge
Contract No. 8485

We are enclosing a copy of J. M. Martin's transmittal letter and five copies of the Expected Cost Overrun on the subject project. As you can see, the majority of the cost overrun is involved in engineering, some of which can be explained by the fact that there was a considerable amount of difficulty involved in correcting the fill settlements at each end of this structure. There were also some problems in developing and clarifying the source for the concrete aggregate. It appears that the cost overrun is excessive, but the difficulties involved in getting a satisfactory finished product are responsible for a great deal more engineering time being spent than might normally be expected.

Please take appropriate action in getting this cost overrun request approved.

COF/gl
Enc.
cc: H. S. Coulter ✓
J. M. Martin

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
JUL 21 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8485

July 14, 1978

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On July 13, 1978, we wrote to you concerning release of final payment on Contract No. 8485 awarded to Weaver Construction Co. for work on the Periwinkle Creek Bridge (Albany) Section of FAU 2940 in Linn County.

Final payment on this contract is $7,394.35 and the total contract amount is $121,265.11 including $2,986.51 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Weaver Construction Co.
P. O. Box 588
Union, OR 97883

bc: C. T. Kessey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
C. O. Fredrickson

8485

STATE COP

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-62

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-8-78

n Approved; O M B No. 04-R2089

State Oregon

County Linn

Project Number M-2940(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 16, 19 76, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 144,311	$ 157,180
Federal funds	$ 112,851	$ 122,914
Other revisions		

This modification is made for the following reasons:
Include increases in bid item quantities, additional approved work and increase in construction engineering costs

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of May, 19 78.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Gen file

Oregon State Highway Division
Salem, Oregon April 27, 1978

Federal Aid Project
No. M-2940(1)

Periwinkle Creek Bridge (Albany)
Salem Avenue In Linn County

Revised Project Agreement Estimate

Type Code P.E.			
Preliminary Engineering	All Required		$19,500.00
	Total		$19,500.00
Type Code X081			
Bridge #16274 (Sta. 9+25 to Sta. 11+95)			
Subtotal on previous estimate of April 18, 1977			$113,465.00
Previous Estimate			
Embankment in Place	40 Cu. Yd.	10.00	400.00
1"-0 Aggregate Base	100 Cu. Yd.	16.00	1,600.00
Class "C" Asphalt Concrete	150 Ton	18.50	2,775.00
Structure Excavation	380 Cu. Yd.	8.00	3,040.00
			$ 7,815.00
Revised Estimate			
Embankment in Place	199 Cu. Yd.	10.00	1,990.00
1"-0 Aggregate Base	178 Cu. Yd.	16.00	2,848.00
Class "C" Asphalt Concrete	170 Ton	18.50	3,145.00
Structure Excavation	452 Cu. Yd.	8.00	3,616.00
Adjust Structural Concrete (Class 3300)	6.2 Cu. Yd.	134.04	831.05
Adjust Reinforcement	457.32 lb.	0.2222	101.62
EW01 Excavate, Place Riprap & Extend Pipe	All Required		1,540.36
			$ 14,072.03
		Increase	$ 6,257.03
		Subtotal	$119,722.03
		Engineering	17,957.97
		Total	$137,680.00

Length of Structure. . . . . 0.014 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$ 19,500.00	$ 15,250.00	$ 2,125.00	$ 2,125.00
Structure	137,680.00	107,664.00	15,008.00	15,008.00
Total	$157,180.00	$122,914.00	$17,133.00	$17,133.00

Group 1 - 100%
Contract No. 8485
Prefix Nos. 322-1068
322-1940 P.E.

8485 STATE COPY 15

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	rm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-171		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 4-21-77	County Linn
MODIFICATION NUMBER		Project Number M-2940(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 16, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 18,000.00	$ 144,311.00
Federal funds	$ 14,040.00	$ 112,851.00
Other revisions		

This modification is made for the following reasons:

To add the construction work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of April, 1977.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

Oregon State Highway Division
Salem, Oregon, April 18, 1977

Federal Aid Project
No. M-2940(1)

Periwinkle Creek Bridge (Albany)
Salem Avenue Highway
Linn County

Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required		$ 19,500.00

Type Code X081
Bridge #16274 (Sta. 9+25 to Sta. 11+95)

Mobilization	All Required		9,000.00
Temporary Protection and Direction of Traffic	All Required		300.00
Temporary Signs	205 Sq.Ft.	7.00	1,435.00
Temporary Barricades	2 only	100.00	200.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	75 lin.ft.	5.00	375.00
Flagmen	40 hour	5.00	200.00
Clearing and Grubbing	All Required		2,000.00
Removal of Structures and Obstructions	All Required		1,000.00
Embankment in Place	40 cu.yd.	10.00	400.00
1"-0 Aggregate Base	100 cu.yd	16.00	1,600.00
Class "C" Asphalt Concrete	150 ton	18.50	2,775.00
10-inch Sewer Pipe	132 lin.ft.	10.00	1,320.00
Extra for Pipe Under Pavement	46 lin.ft.	10.00	460.00
Concrete Inlets, Type G-1	2 only	500.00	1,000.00
Concrete Walks	48 sq.yd.	10.00	480.00
Concrete Curbs	130 lin.ft.	6.00	780.00
Bridge Removal	All Required		6,500.00
Shoring, Cribbing, Etc.	All Required		500.00
Structural Excavation	380 cu.yd.	8.00	3,040.00
Structural Excavation Below Elevation Shown	30 cu.yd.	8.00	240.00
Structural Concrete, Class 3300 (235 cy.)	All Required		31,500.00
Structural Concrete, Class 4500 (80 cy.)	All Required		13,000.00
75'/80' Type 3 Prestressed Beams	6 only	3,200.00	19,200.00
Reinforcement (45,000 lbs.)	All Required		10,000.00
Two Tube Metal Railing	150 lin.ft.	23.00	3,450.00
Three Tube Metal Railing	82 lin.ft.	30.00	2,460.00
			$113,215.00

Anticipated Items

Permanent Pavement Striping	All Required	50.00
Temporary Erosion Control	All Required	200.00
		$ 250.00
	Subtotal	$113,465.00
	Engineering	11,346.00
	Total	$124,811.00

Length of Structure - - - - - - - - - - 0.014 Mile

SUMMARY OF FUNDS (78.20%)

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$ 19,500.00	$ 15,250.00	$ 2,125.00	$ 2,125.00
Structure	124,811.00	97,601.00	13,605.00	13,605.00
Totals	$144,311.00	$112,851.00	$15,730.00	$ 15,730.00

Group 1	100%
Contract No.	8485
Prefix No.	322-1068 322-1940 P.E.

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-161	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-16-76	State Oregon County Linn Project No. M-2940(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Third Ave. in Albany.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-3-76	0.013
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 18,000	$ 14,040

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By Hunter

Deputy State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator NOV 16 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City Agreement approved by the Transportation Commission on January 26, 1976.

GPO 898-232

[illegible]

Oregon State Highway Division
Salem, Oregon, November 9, 1976

Federal-Aid Project
No. M-2940(1)

Periwinkle Creek Bridge (Albany) Section
City Street in Linn County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$18,000.00
	Total	$18,000.00

Length of Project - - - - - - - - - - - 0.013 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$18,000.00	$14,040.00	$1,980.00	$ 1,980.00
Retain in Program				
Contract	67,000.00	52,260.00	7,370.00	7,370.00
Total	$85,000.00	$66,300.00	$9,350.00	$ 9,350.00

Prefix 322-1940 Group 1 100%
Pro Rata 78.19%

8485

Albany

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

October 20, 1977

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT:

TO: REGIONAL ENGINEERS

Wherever feasible, we would like to provide a separate facility for bicyclists as well as pedestrians. Where the only feasible alternative is to put the bicyclist on the sidewalk with the pedestrian, we would like the sidewalk constructed with dummy joints at 15-foot intervals (no tooled joints).

This construction practice has given very satisfactory results on the Periwinkle Creek Bikeway in Albany.

FET:mc

cc J. H. Versteeg ✓
C. T. Keasey
Jack Sullivan
C. O. Christensen

1 Versteeg ✓
copy Christensen
George
Olson
Terpin
copy Sullivan
Scott
Savage

RECEIVED
OCT 20 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

8485

Albany

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

September 8, 1977

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Periwinkle Creek Bikeway (Albany)

TO: FILE

On September 6 I rode the Periwinkle Creek Bikeway with Dave Clark, City of Albany Parks Director.

The section constructed with State-City funds is a continuation of an existing concrete path. The new unit is 0.64 mile in length and brings the total length to approximately 2½ miles. This path is 8-foot-wide portland cement concrete with dummy contraction joints at 15-foot intervals. Most of it has been in place a year or more and shows no problems. Surface cracks formed shortly after pouring and have not changed appreciably since. I do not find these cracks offensive and find this to be a smooth-riding bikeway which could last for a long time without maintenance.

I have asked Mr. Clark to install signs prohibiting motorized vehicles and have asked him to consider a change in the traffic pattern at Geary Street and Queen Avenue. All other aspects of this facility are satisfactory.

DES:mc

cc J. H. Versteeg ✓
Dave Clark

1 Versteeg ✓
2 Christensen Don
George
Olson
Turpin
Sullivan
Scott
Savage

RECEIVED
SEP 0 9 1977
ENGINEERING SECTION

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8485 9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Periwinkle Creek Bridge

WEEK ENDING: September 3, 1977

SECTION PREFIX: 322-1068

HIGHWAY: FAU 2940

COUNTY: Linn

NAME OF JOB: Periwinkle Creek Bridge (Albany)

KIND OF WORK: Grading, Paving and Structure.

CONTRACTOR: Weaver Construction Co.

CONTRACT NUMBER: 8485

FEDERAL AID PROJECT NUMBER: FAU M2940(1)

DATE OF CONTRACT: March 17, 1977

DATE WORK STARTED: March 21, 1977

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 150

CALENDAR DAYS USED 150

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 100%

PROJECT AUTHORIZATION: $ 128,782.78

EXCLUSIVE OF ENGINEERING: $ 118,570.93

ENGINEERING AUTHORIZATION $ 10,211.85

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 118,214.04

ENGINEERING COST TO DATE $ 16,180

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99.7%

DATE PROJECT WAS COMPLETED: August 25, 1977

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . 0.3 %

PERCENT OF AUTHORIZATION . . . . . . 158 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.04	.04			.04
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.04	.04			.04
TOTAL ESTIMATED QUANTITIES (CONTRACT)	40 CY	100 CY			150 ton
TOTAL QUANTITIES CORRECTED TO DATE	120 CY	178 CY			170.08
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16274							
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey
Bond
[illegible]
Hopkins
Johnsen
Inloes
RECEIVED
SEP 6 1977
CONSTRUCTION SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project was completed August 25, 1977.

Final inspection of project was held September 2, 1977 and attended by T. W. Litchfield, Region II Operations Engineer, George Hopkins, Field Construction Engineer, Paul Reidl, FHWA and Jack Martin, Resident Engineer.

Contractor will be directed to correct minor deficiencies detected during inspection. This work will be done by the end of next week.

Semi-final to be submitted by September 15, 1977.

SIGNED J. M. Martin LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

Oregon Department of Transportation
Highway Division
PROJECT INSPECTION REPORT

Intermediate ☐
Final ☒

Project Name Periwinkle Creek Bridge (Albany)				Contract No. 8485
Highway FAU 2940 (Salem Avenue)			County Linn	Prefix No. 322-1068
Contract Time Elapsed 100 %	Contract Work Completed 100 %	Work Quality Average	Work Progress	F. A. P. No. FAU M2940 (1)

Inspection Date Sept. 2, 1977 By T. W. Litchfield

In company with George Hopkins, Paul Reidl (FHWA) and Jack Martin, Res. Engr.

REMARKS

This is a nice looking project except for fill settlements that occurred at both ends of the structure. The surface has been patched and the ride is satisfactory. A sag in the 10-inch storm drain at the southeast corner of the structure will be corrected by lowering the outlet of this pipe. Minor cleanup to be done.

City to furnish letter of acceptance.

PROJECT MANAGEMENT
PME
LGE
CCE ☐
FAE ☐
OM ☐
OFF ☐
SEP 11 1977
TAA
File: PM FA
LG OP

FINAL INSPECTION CHECKLIST

August 25, 1977	Date opened to traffic or in operation.
August 25, 1977	Date of Second Notification.
August 19, 1977	Date contractor's notice for semi-final inspection received.
August 29, 1977	Date contractor removed equipment, plant, etc.
Sept. 14, 1977	Estimated submittal date of semi-final estimate.
	Recommended acceptance date of completed contract work.

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer (OSHD)
Project Engineer (If applicable)
Program Mgt. (Final only)
FHWA (Final F.A. only)

Signed

Title

But not much pomp

'Circumstance' marks dedicati

By KATHLEEN GLANVILLE
Democrat-Herald Writer

Eulus Ballard's family gathered together in his King Kone restaurant, 1515 E. Salem Road, Thursday to watch road crews put the finishing touches on the new Periwinkle Creek bridge.

Ballard had good reason to be eager to see the last bit of gravel swept away and the $113,000 bridge, open for traffic for the first time since March 17.

For the past 150 days the steady parade of cars and trucks going down Salem Road toward Teledyne Wah Chang Albany Corp. was cut off as a contractor for the state Highway Department widened the street and replaced the bridge.

It's been a long wait for Ballard, who says he lost over half his customers while the barricades blocked the street in front of his restaurant.

He had to wait some more Thursday as a flat tire on a construction truck delayed the official bridge opening ceremony.

When it was all over, Ballard joined the parade of city officials who jubilantly trooped across the new pavement together in lieu of cutting a ceremonial ribbon.

Albany Mayor Leonard Roche and Albany Area Chamber of Commerce President J. T. Peterson picked up chamber manager Jim Barrett and carried him across. Barrett had suggested City Manager Hugh Hull push the mayor across in a wheelbarrow, but he was overruled.

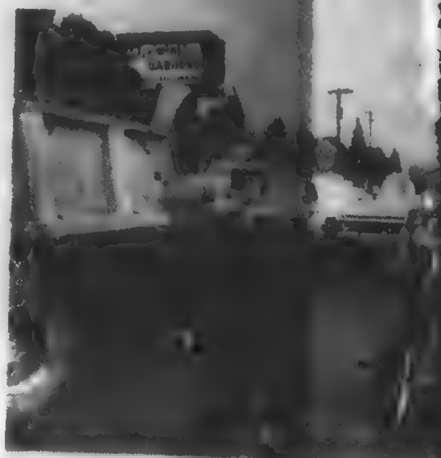
But after the bridge was officially opened, the real celebration was at the King Kone. Ballard, who says he lost about $9,000 in business while the bridge was under construction, believes the job took too much time.

Jack Martin, state highway resident engineer, said Weaver Construction Co. of Union completed the bridge in the allotted time.

"This is a real small project," Martin said. "The people most interested are the small contractors and they don't usually have a large work force, nor a sizable inventory of heavy equipment."

Martin said the construction workers also had to work in a restricted space with small crews. In addition to those problems, [illegible]n said ther
ficulty getting necessa[illegible]t-of-way

The old 22-foot bridg[illegible]w 36 feet wi
curb with a five-foot-wide [illegible]dewalk on t
the bridge.



A flat tire caused som quick scr
dedication 'ceremony.'

Eulus Ballard's wait for the bridge opening finally ended Thursday.

Albany Mayor Leonard Roche, left, and Chamber of Commerce president J.T. Peterson give Chamber of Comm
Barrett a ride across the new bridge. O.M. "Mugg" Payton, city public works superintendent, left, and city m
look on. Eulus Ballard, right, also watches the proceedings.

8-26-77
Democrat Herald

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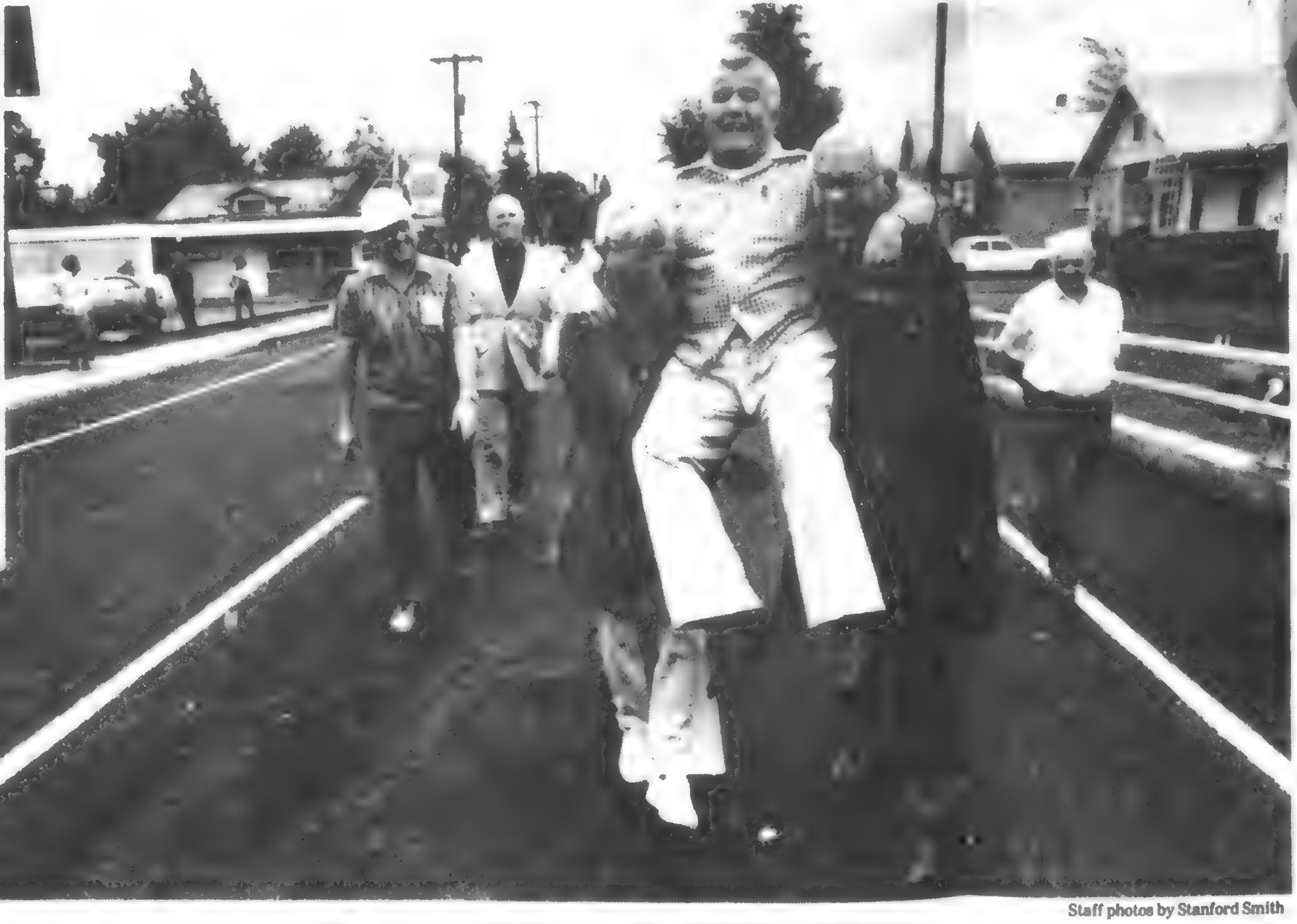
Martin said the construction workers also had to work in a restricted space with small crews. In addition to those problems, Martin said there was some difficulty getting necessary right-of-way.

The old 22-foot bridge is now 36 feet wide from curb to curb with a five-foot-wide sidewalk on the north side of the bridge.

A flat tire caused some quick scrambling during the dedication 'ceremony.'

y.



Staff photos by Stanford Smith

Albany Mayor Leonard Roche, left, and Chamber of Commerce president J.T. Peterson give Chamber of Commerce manager Jim Barrett a ride across the new bridge. O.M. "Mugg" Payton, city public works superintendent,. left, and city manager Hugh Hull look on. Eulus Ballard, right, also watches the proceedings.

8485

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Albany
240 W. Second Street
Albany, Oregon 97321

Attention of: Mr. Harold Leedom, Director
Department of Public Works

Request No. (assigned by staff engineer or head of division) cc-1719

Date April 1, 1977

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $14,200.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of Periwinkle Cr. Br. (Albany) FAU 2940 (Salem Avenue). Covered by agreement No. 5552.		10,200.00
		Amount to be Retained		$ 4,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 14,200.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 322-1068-295

Submitted by: F. Hildebrandt
F. F. Hildebrandt

Approved:
Division Engineer

Approved:
G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

February 28, 1977

Mr. Harold Leedom, Director
Department of Public Works
City of Albany
240 West Second Street
Albany, Oregon 97321

Dear Mr. Leedom:

On February 27, 1977 a satisfactory bid was received from Weaver Construction Company, P. O. Box 588, Union, Oregon for Periwinkle Cr. Bridge (Albany) Section, FAU 2940.

The anticipated construction cost based on their bid is as follows:

Contractor's Bid	$113,215.00
Anticipated Additional Items	
Permanent Pavement Striping	50.00
Temporary Erosion Control	200.00
Contingencies (4-1/2%)	5,105.93
Engineering (9%)	10,211.85
Estimated Total Cost	$128,782.78
City's Advance Deposit (11%)	$14,200.00

Please make your check in the amount of $14,200. payable to the Oregon State Highway Division and send it to Mr. Phil Stearns, Region 2 Federal Aid Engineer, East Salem Highway Building, Salem, Oregon 97310.

Very truly yours,

RHP

Robert H. Prange
Local Projects Manager
Local Government Programs Unit

RHP/HR:sch

bc: P. O. Stearns, w/att: Upon receipt of city's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-265 and submit to Finance Branch.

☐ [illegible] UE ☑ AE ☐ UE
☑ UPE ☒ CE ☑ RE ☐ RPE ☐

8415 2-10-77 1

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**		FEDERAL AID PROJECT NO. M-2940(1) STATE PROJECT NO. See below
FROM: G.L. Green, Division Administrator Salem, Oregon	PROGRAM NO. ITEM NO. M63	COUNTY NAME Linn PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 25 '77
REFER TO
Rulien
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 1-25-77	FEDERAL ROUTE NUMBER FAU 2940 STATE ROUTE NUMBER City street

GENERAL LOCATION:

"Periwinkle Creek Bridge (City Street - 3rd Ave. Albany)"

GENERAL DESCRIPTION OF WORK:

Program change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (*Specify*) Program Change
Add archeology studies to character of work
TEC $360 FF $308.
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 2-2-77 letter, I approve the program change and you are authorized to proceed with the work as requested.

A copy of the signed Agreement for archeology studies is returned herewith.

DATE 2 -10-77	SIGNATURE OF APPROVING OFFICIAL G. K. Hassner	TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8215

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

2-2-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-2940(1)

PROJECT NO.
See Below

COUNTY NAME
Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-63

TO:

Mr. H. Scott Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 28 '77
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
2-2-77	2-2-77	FAU 2940
		STATE ROUTE NUMBER City Street

GENERAL LOCATION:
"Periwinkle Creek Bridge"

GENERAL DESCRIPTION OF WORK:
Construct Bridge Code X081 Miles 0.014

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

Permanent Pavement Striping (S.F.)	$ 50
Temporary Erosion Control	$200

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 1-31-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $147,000 - Federal Funds $114,959.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-2-77	G. K. Hoesser	Dist. Engr. for Division Admin.

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9285

PRO 6-2

February 2, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Change
Project No. M-2940(1)
Periwinkle Cr. Br. (Albany) Section
Linn County

We request your approval of a minor program change to add archeological salvage including any or all of the three phases of work set forth in FHPM 7-7-4 (PPM 20-7) to the subject project.

It is understood your approval of the preceding request will result in authorization to proceed with the additional preliminary engineering up through P.S.& E. preparation including archeological salvage at an estimated additional total cost of $360, with an obligation of $308 in federal funds. Reimbursement will be claimed on an actual cost basis.

Attached are two copies of form "Archeology Authorization" for the project for your approval. Upon approval please return one signed copy for our files.

We further request authorization to proceed with the work as of January 25, 1977 which is the date the University of Oregon started the archeology exploration.

JLG:ljt
Attachments

cc: Gary Potter

#[illegible] 2-1-77

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

cc: OSHD (E S Hunter)

INSPECTION REPORT

REGION NO. 10	**REPORT ON** Process Review of Federal-aid Urban System Project Design and Selection Procedure	**DIVISION** Oregon
DATE OF INSPECTION 2-1-77	**INSPECTION MADE BY** Michael Halladay, Hwy Engr Tr., Paul Riedle,AE	**PROJECT NO.** M-2940(1)

IN COMPANY WITH
Jack Martin and Phil Stearns, OSHD

REMARKS

NOTED
E. S. HUNTER

Scope of Review:

This report is the result of a review of the process which leads to the selection of a design alternative for a particular project on the Federal-Aid Urban System. The interest in this process grew out of concern that the OSHD may have over-designed a bridge replacement project (M-2940(1), in Albany. The final design calls for a 75' prestressed beam bridge within the existing R/W over the 535 cfs (100-year flood) stream which initially seemed extravagant. The review consisted of visiting the site, estimating cost of alternative designs, reviewing the State's estimating material, and talking with the Region 2 Federal-aid engineer.

Description of Project:

A visit to the site with the Resident engineer showed a 1920's era concrete arch bridge with a wooden sidewalk bolted cantilever style onto the left side of the structure. The rural nature and aesthetic values of the stream have been enhanced by the primary property owner in the area who has landscaped his stream-side slopes, planted grass, installed a rock slope adjacent to the road (partially on OSHD R/W) and built a small tropical fish pond. The RE said that this owner has been concerned with the preservation of as much of these features as possible, and the current project does call for architectural treatment of the retaining wall which will abut his property.

Discussion:

After returning to Salem, I worked up several possible alternative designs and cost estimates including a box culvert with fill section which takes R/W; and a culver with Gabion walls, reinforced earth walls or concrete retaining walls, which do not require R/W. A check of the estimating computation worked up by the State Bridge Section shows that they considered six alternatives from $100,000 (structural plate arch with Gabion walls) to $164,400 (pipe with concrete retaining walls), all of which are contained in the existing R/W. The comparison of the two sets of alternatives shows good agreement with approximately $105,000 being my cost estimate of the fill with additional R/W. The chosen alternative is the single span bridge structure originally estimated by the State at $121,300.

cy Bridge
[illegible]
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[illegible]

-more-

RECEIVED
STATE HWY ENGR
MAR 22 '77
REFER TO
FOR
File
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D/R
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Inves
Info

FORM PR-33 (REV. 5-70) EDITION OF 7-67 MAY BE USED ☆ GPO: 1970 O-387-254

A meeting was held with Phil Stearns, Region 2 Federal-aid Engr., to discuss the selection process. He indicated that the City of Albany's city council had asked that the project be confined to the existing R/W and that this was the reason that none of the six estimate designs included taking R/W. These alternatives were submitted to the City Council for a decision. At this stage the OSHD acts only in an advisory role, allowing the City full power of design alternatives selection. Asked by the Office Engineer of Albany for his recommendation, Mr. Stearns endorsed the single span as being the most favorable when aesthetics, future maintenance costs, structure life and costs are considered as a whole. The City Council chose the bridge and final design was accomplished by the State.

Mr. Stearns indicated that this was an unusual case in that six alternatives were considered for estimating purposes. Usually the possibilities are fewer, but the small stream flow and topography of this area allowed greater flexibility. The expressed wish of the City Council to avoid taking R/W and to stay out of the stream channel was honored by the State which probably increased project cost. The policy of the OSHD in working with cities is to try to meet any desire the city may have and the State would have concurred with any choice of design the city might have made.

Findings and Recommendations:

After reviewing this project, it appears that a fair choice was made. By choosing a bridge structure within the existing R/W, the City avoided the time involved with public hearing (required by State law when taking R/W within cities) and possible increased maintenance costs of a fill structure caused by high backwater from the Willamette River. The increased initial cost of the chosen design is offset by other considerations including aesthetic appeal, structure life, maintenance costs and expedition of completion.

One recommendation which could be made is that the OSHD be sure that the policy of allowing the cities full power of choice does not lead to excessively costly and extravegant projects. This is probably a remote possibility since often scarce city funds are also needed to pay for these projects and even 11% matching money is carefully scrutinized by most city officials before being spent. It appears that the Periwinkle Creek Bridge project was well considered by the Albany City Council and that they chose the design which best fit their needs, policy and financial position.

City of Albany

REGION 2 ENGINEER
RECEIVED
1976
ROE

December 10, 1976

Mr. Phil Stearns
Regional Federal Aid Engineer
2960 East State Street
Salem, Oregon 97310

Dear Mr. Stearns:

The City has approved the plans for the Periwinkle Creek Bridge construction, and signed copies of the plans are enclosed.

The City and also the property owner, who is adjacent to the bridge construction, request that a textured finish be used on the retaining wall.

The City would also request that the proposed storm sewer on the plans be a minimum size of 10" in diameter and that the City's standard curb drain inlet be used in lieu of the state's standard inlet. A standard drawing is enclosed.

Sincerely,

Michael J Corso

Michael Corso
Office Engineer

Enclosure

cc: Public Works Director

vwr

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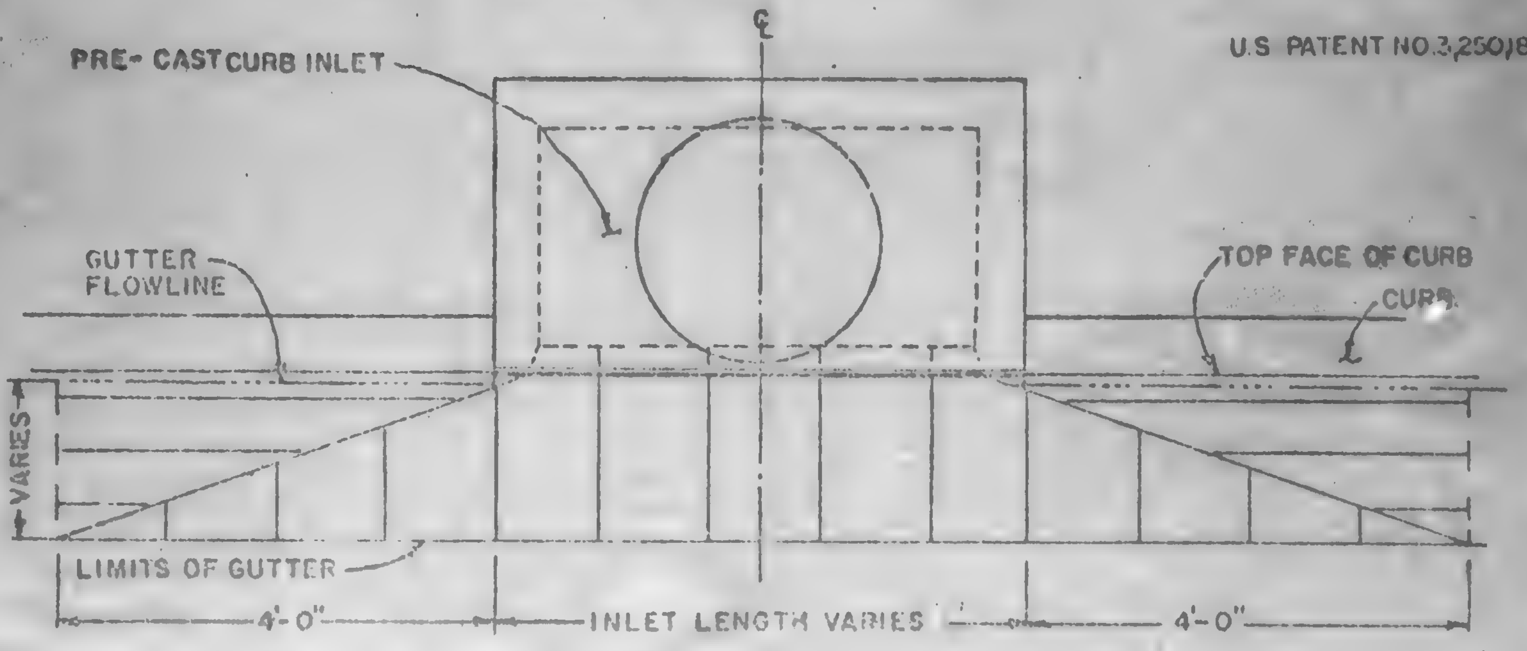
To Bridge Design
12-16-76

P. O. BOX 490 ALBANY, OREGON 97321 (503) 926-4261
AN EQUAL OPPORTUNITY EMPLOYER

PRE-CAST CONCRETE CURB INLET

U.S PATENT NO.3,250,189



CITY OF ALBANY
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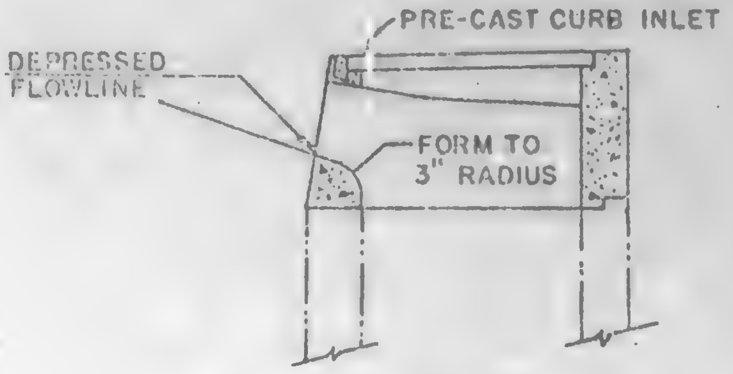

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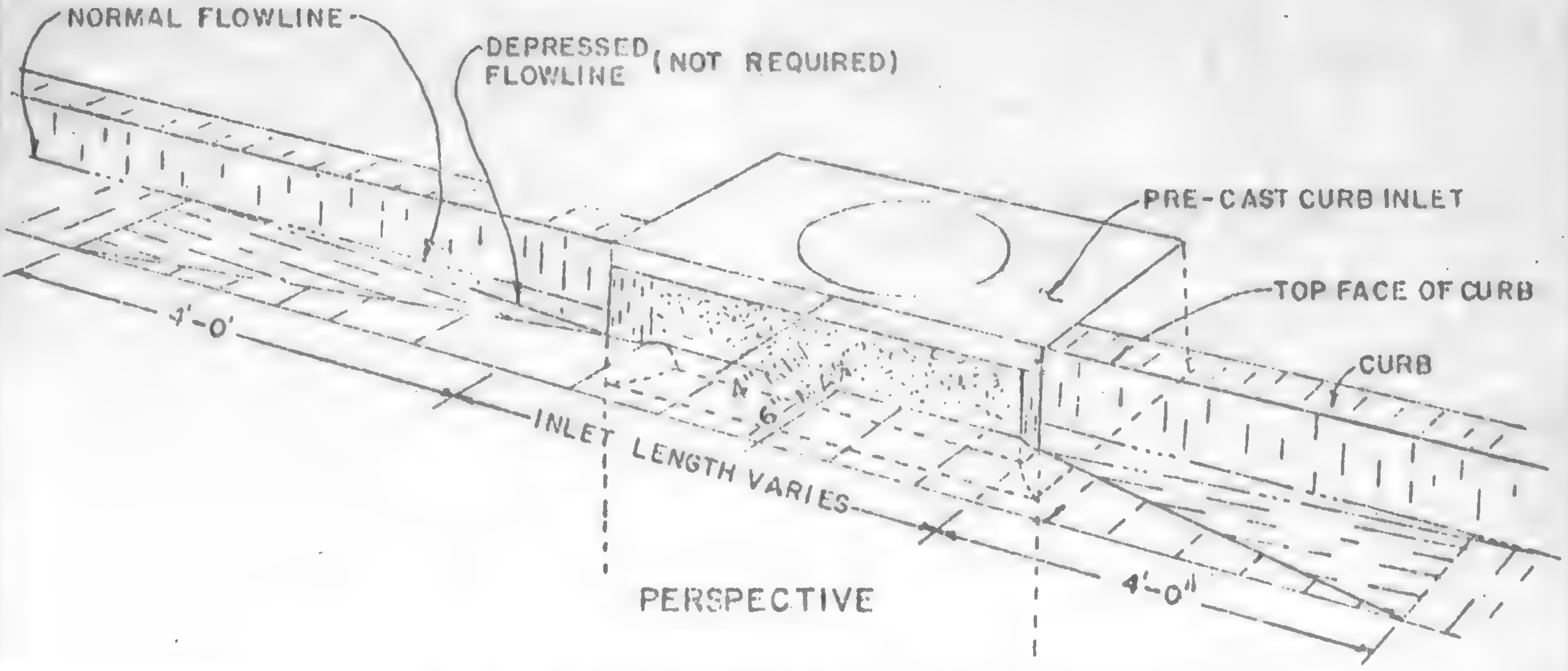

PERSPECTIVE

STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

ERIWINKLE CR. BRIDGE (ALBANY) SEC.

FAU 2940 (SALEM AVE)

LINN COUNTY

PRELIMINARY COPY
NOV 12 1976
SUBJECT TO CHANGE
FINAL DESIGN UNIT

PERIWINKLE CR. BRIDGE (ALBANY) SEC. FAU 2940 (SALEM AVE) LINN COUNTY				SHEET No. 1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

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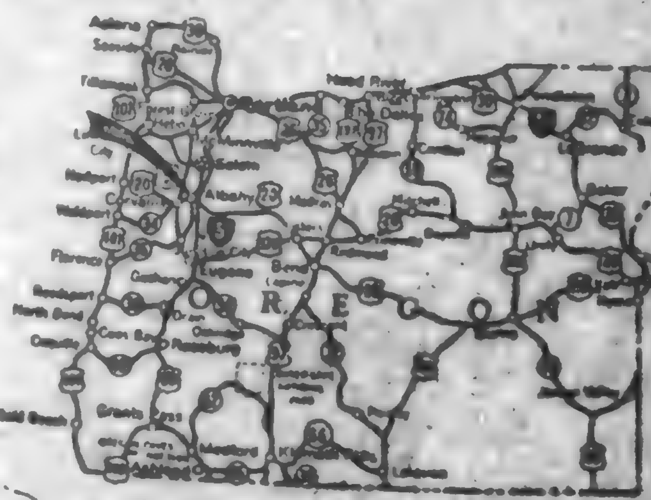

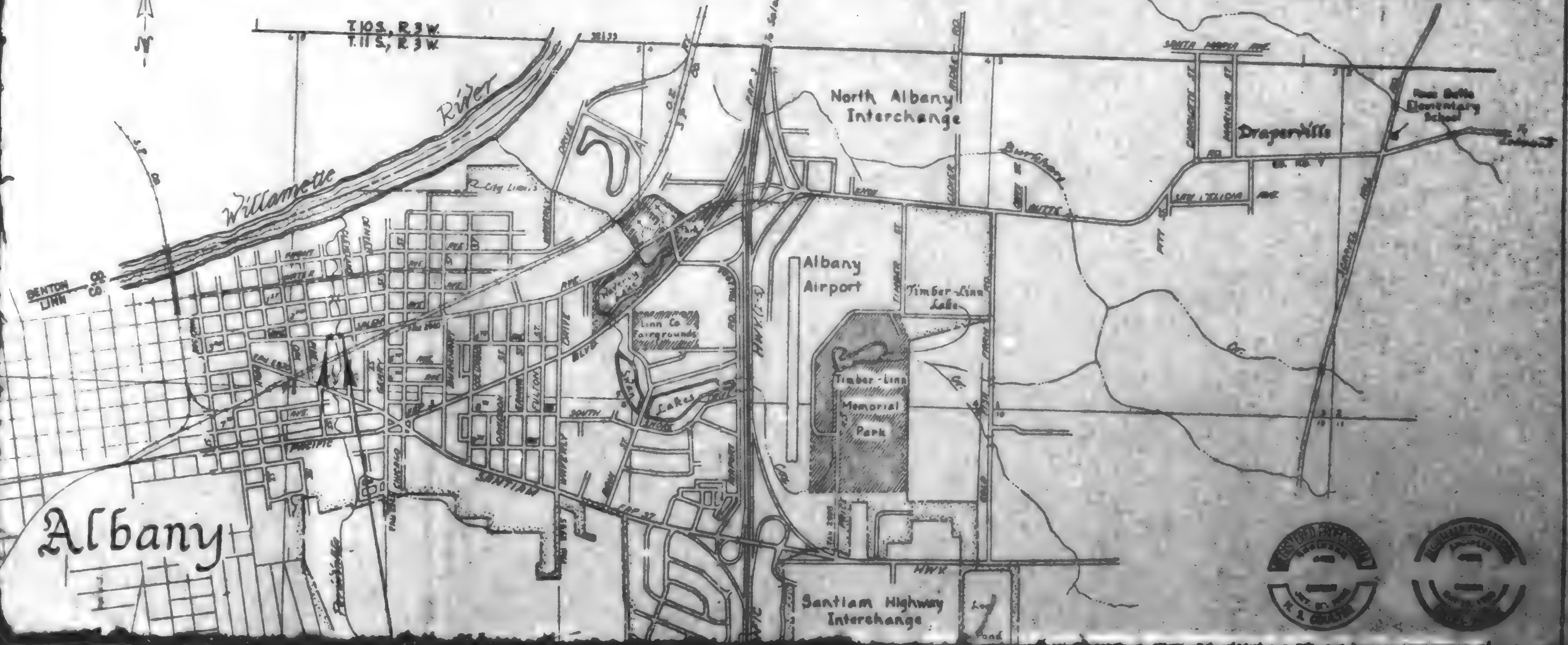

ERIWINKLE CR. BRIDGE (ALBANY) SEC.

FAU 2940 (SALEM AVE)

LINN COUNTY

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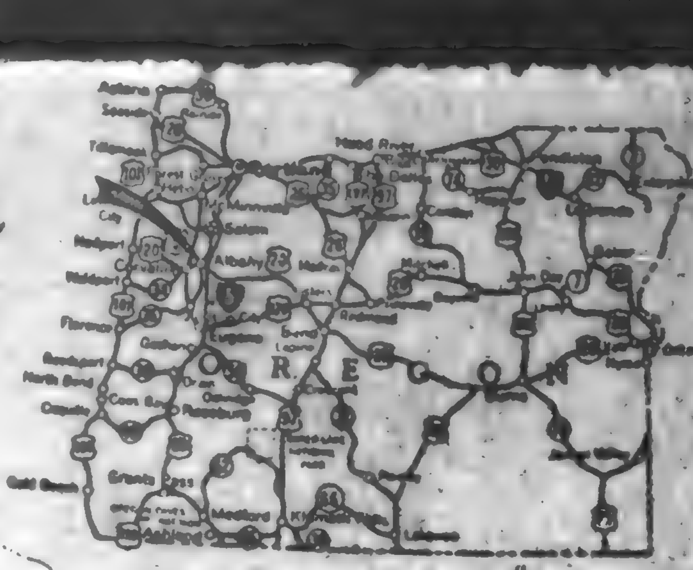

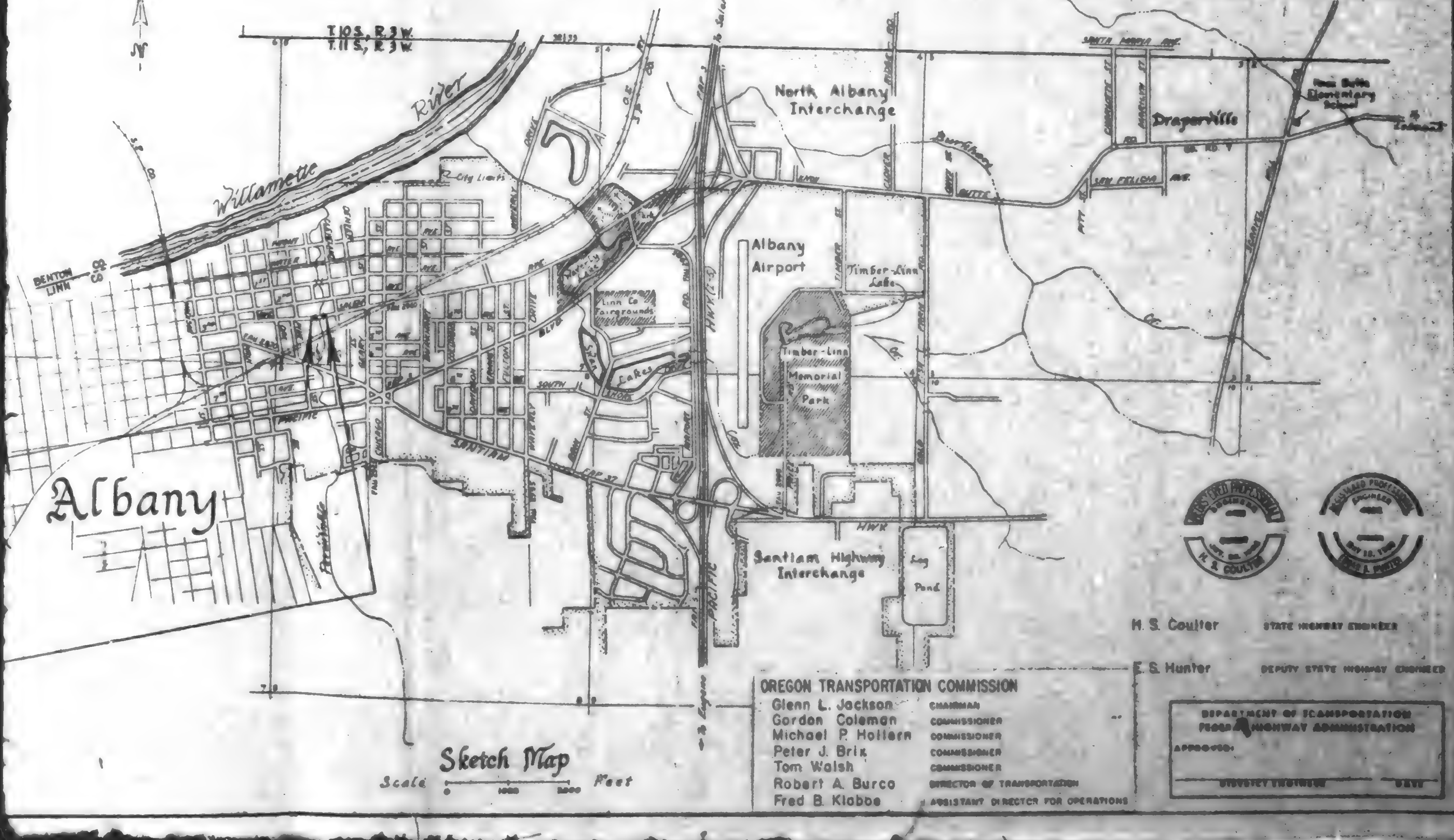

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — DEPUTY STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klabbe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ENGINEER — DATE

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
2A	Temporary Protection & Direction of Traffic
3	Plan & Profile

STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

PRELIMINAR
NOV 1
SUBJECT TO
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PERIWINKLE CR. BRIDGE (ALBANY) SE

FAU 2940 (SALEM AVE)

LINN COUNTY

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED
CITY OF Albany
BY MAYOR David Hayes
BY RECORDER
DATE December 10, 1976

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CITY
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Requires Approval ☐
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Other

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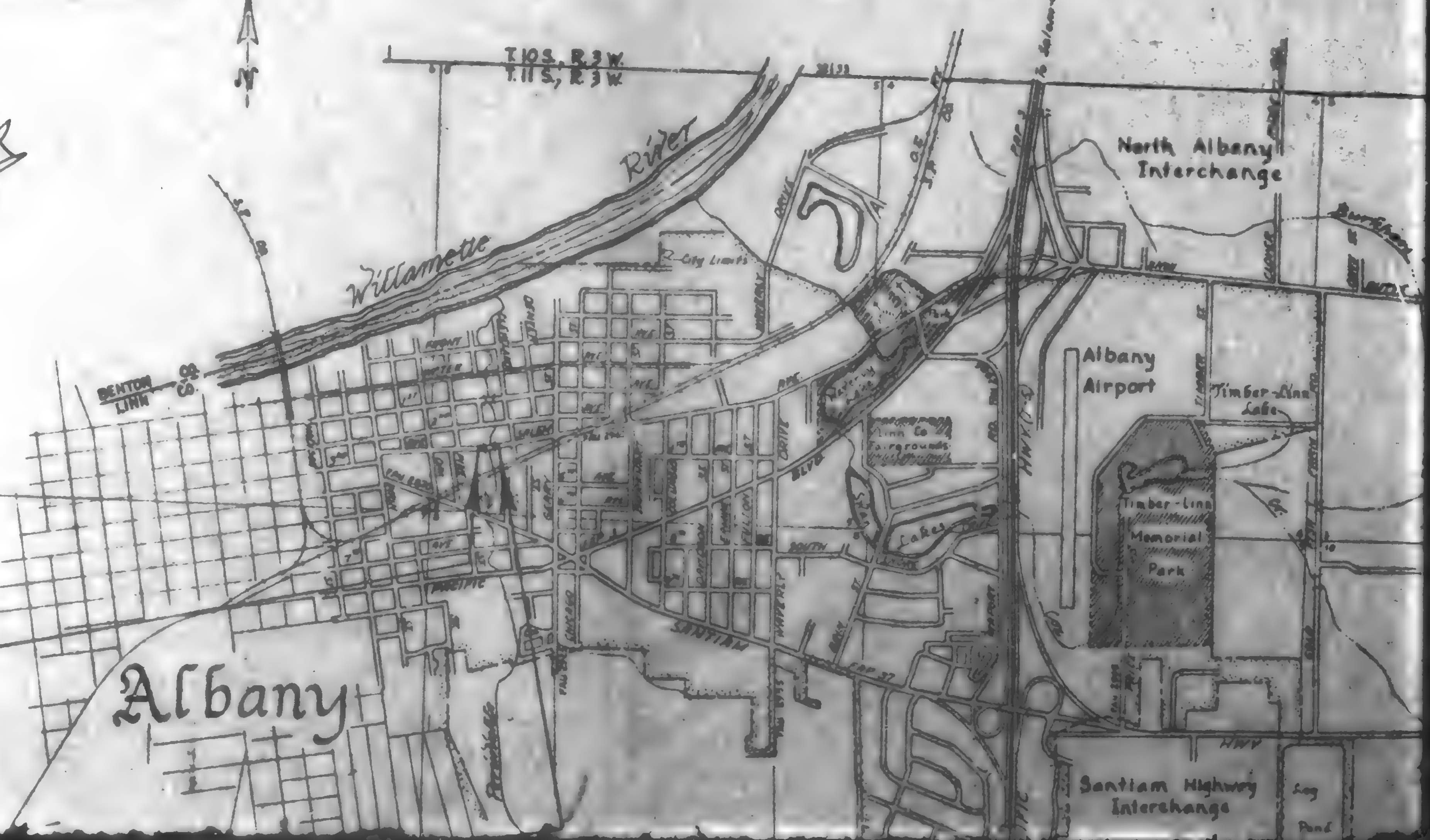

PLANS FOR PROPOSED PROJECT

PERIWINKLE CR. BRIDGE (ALBANY) SEC

FAU 2940 (SALEM AVE.)
LINN COUNTY

PRELIMINARY COPY
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APPROVED
CITY OF Albany
BY MAYOR David Hayes
BY RECORDER
DATE December 10, 1976

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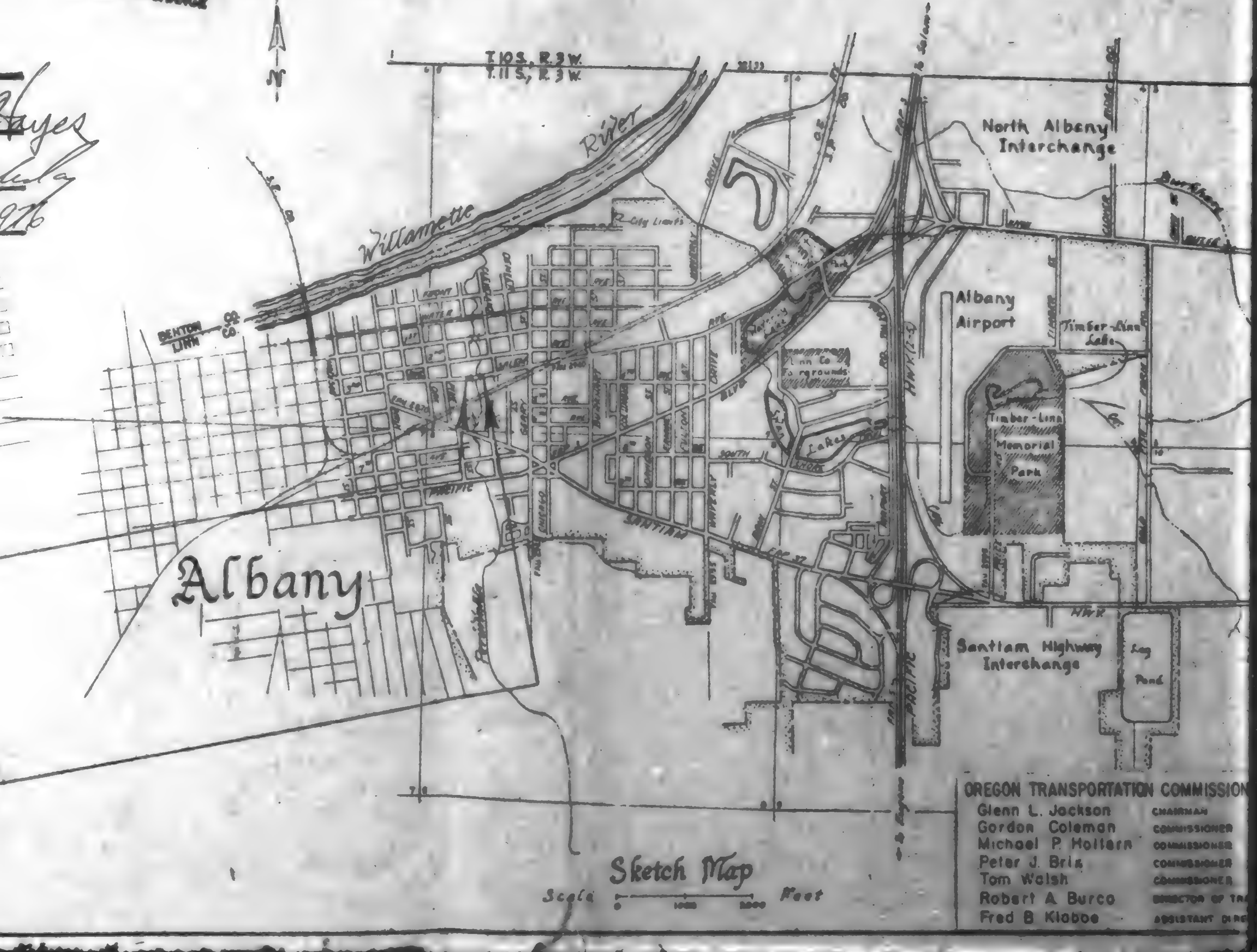

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OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TR
Fred B. Klaboe	ASSISTANT DIRE

8485

Albany

DEPARTMENT OF DEFENSE · UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

REPLY TO
ATTENTION OF:

NPPND-RF-2

22 November 1976

Mr. Frank E. Terpin
Oregon State Highway
Highway Building
Salem, OR 97310

RE: Periwinkle Creek Bridge, Salem Avenue (3rd Ave.) FAU-2940 City of Albany, Linn County

Dear Mr. Terpin:

We have reviewed your request of 16 November 1976 concerning the above referenced stream in Albany, Oregon. The Portland District has determined that Periwinkle Creek does not have an average annual flow sufficient enough to be classified as waters of the United States as defined in the Federal Water Pollution Control Act Amendments of 1972. No permit under that act will be required.

Sincerely,

John Payne
JOHN PAYNE
Asst. Chief, Regulatory Functions Branch

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LOCATION
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Keyes
By Location Engineer

AMERICAN REVOLUTION BICENTENNIAL
1776-1976

322-1940 EHIS

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OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
~~XXXXXXXXX~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 19, 1976

Michael J. Corso
OFFICE ENGINEER
City Hall
Albany, OR 97321

Dear Mr. Corso:

Your notice of City's selection of alternate 6 for Periwinkle Bridge has been received and will be submitted to our Design Section.

Regarding your query about the Public Works Bill, Title 1 of the Act provides funding to local and State governmental units for matching available Federal funds. The law requires the Secretary of Commerce, through the Economic Development Administration, to develop rules, regulations and application forms by August 23. Until these rules are received, we are not sure of what types of projects will qualify.

Assuming Periwinkle Bridge would qualify, the Highway Division would make every effort to meet deadline criteria.

Very truly yours,

Phillip O. Stearns
Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/elf

cc: L. W. Rulien
John Tindall
Steve MacNab

9-22-76 TOM IWEN

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1976
☐ ENGR. ☐ COOR. ☐ [illegible] ☐ AE ☐ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

322 1740

City of Albany

August 16, 1976

Phil Stearns
Region 2, Federal Aid Engineer
Oregon State Highway Division
2960 E. State Street
Salem, OR 97310

Dear Mr. Stearns:

RE: BR76-1 Periwinkle Creek & Salem Avenue Bridge

The City Council approved funds for their 11% share of the cost to construct a single span bridge with concrete retaining walls (Alternate No. 6) across Periwinkle Creek at Salem Avenue. The total funds now available would now finance a total construction of $141,000.00.

The Council would like to know if this project was eligible for funds for the City share only under the new Public Works bill and if the project could begin construction within the 90-day deadline period that is required.

Sincerely,

Michael J. Corso

Michael J. Corso
Office Engineer

cm

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SEP [illegible] 1976
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17

RESOLUTION NO. 1812

WHEREAS, the Salem Avenue and Periwinkle Creek Bridge Replacement Project has been approved by the Oregon Department of Transportation; and

WHEREAS, the City of Albany is responsible for a total of 11 percent as approved by Resolution No. 1773 and is now approving an additional amount of $6,160 for this project due to higher estimates; this amount is to be taken from the Contingency Fund 01-9900-61999.

NOW, THEREFORE, BE IT RESOLVED by the Albany City Council that the additional amount of $6,160 for the Periwinkle Creek Bridge Replacement due to higher estimates be taken from the Contingency Fund.

DATED THIS 11TH DAY OF AUGUST, 1976.

David C Hayes
MAYOR

ATTEST:

Ernestine Isham
CITY RECORDER

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SEP 7 1976
☐ ENGR. ☐ COOR. ☐ LE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ BE ☐ RPE ☐

8485 FAUS

OREGON STATE HIGHWAY DIV[illegible]N
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit 6-24-76

Subject: Federal Aid Project No. M-2940(1)
Project Name Periwinkle Creek Bridge
Third Avenue, FAU 2940

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Albany, Oregon, this 24th day of June, 1976

City of Albany

David C. Hayes
Mayor

Ernest W. Isham
City Recorder

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COUNTY & CITY SECTION
JUN [illegible] 1976
☐ ENGR. ☐ COOR. ☑ UC ☐ RE ■ UE
☒ OPE ☒ CE ☐ RE ☐ RRE ☐

7-6-76
COPIES TO:
J.R. Ookes
D.E. Swan
C.T. Keasey
J. Chidsey

Instructions: Complete A or B and C.
R/W File No. ____________
Rev. 1/76

8485

6-11-76

Albany

PERMIT OF ENTRY

Mervin L. Dickerson & Gladys Pearl Dickerson
Regarding Periwinkle Creek Bridge Section
Salem (3rd) Avenue
City of Albany
Linn County

Oregon State Highway Division
State Highway Building
Salem, OR 97310

Gentlemen:

In order to permit the Highway Division of the Departmentof Transportation to proceed with the construction of the Periwinkle Creek Bridge Section, above referred to, the undersigned does hereby grant the State of Oregon, by and through its Department of Transportation, its employees, agents, or contractors, the right to enter upon the real property described as follows:

> The portion of Tax Lot #4400, shaded yellow on Exhibit "A" attached, and located at 1540 3rd Street Albany, Oregon. This partial is a part of the parcel described in the third paragraph of that deed recorded in Deed Records Book 155 Page 192 in Linn County Oregon. (See Exhibit "A" attached)

It is understood the construction of a new facility over Periwinkle Creek necessitates the use of all of the existing right of way in the area of the project. This includes the area on the southerly side of the highway, easterly of the bridge where a rock garden has been constructed by the undersigned, for their benefit. The undersigned wishes to recover and salvage these rocks for future use. Therefore, the purpose of this permit of entry is only to allow the stockpiling of these rocks upon the undersigned owners property, within the confines of the area shaded in yellow on Exhibit "A", attached. It is also understood no mechanized equipment is to be allowed to intentionally trespass on the undersigned owners property during this construction project. The State will not be responsible for any damage to owners property.

Mervin L. Dickerson
(Signature)

Gladys Pearl Dickerson
(Signature)

Dated this 11th day of June, 1976

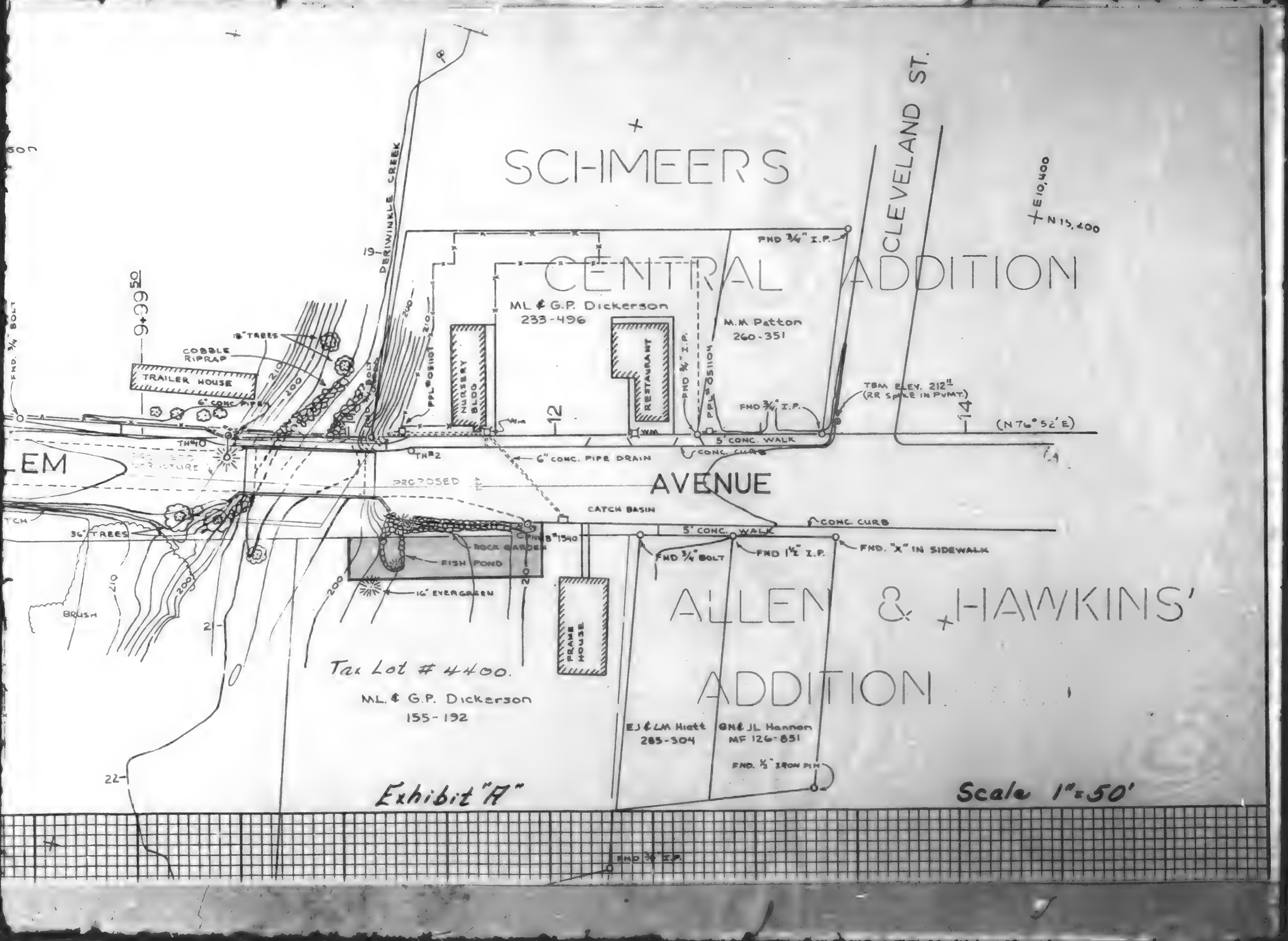
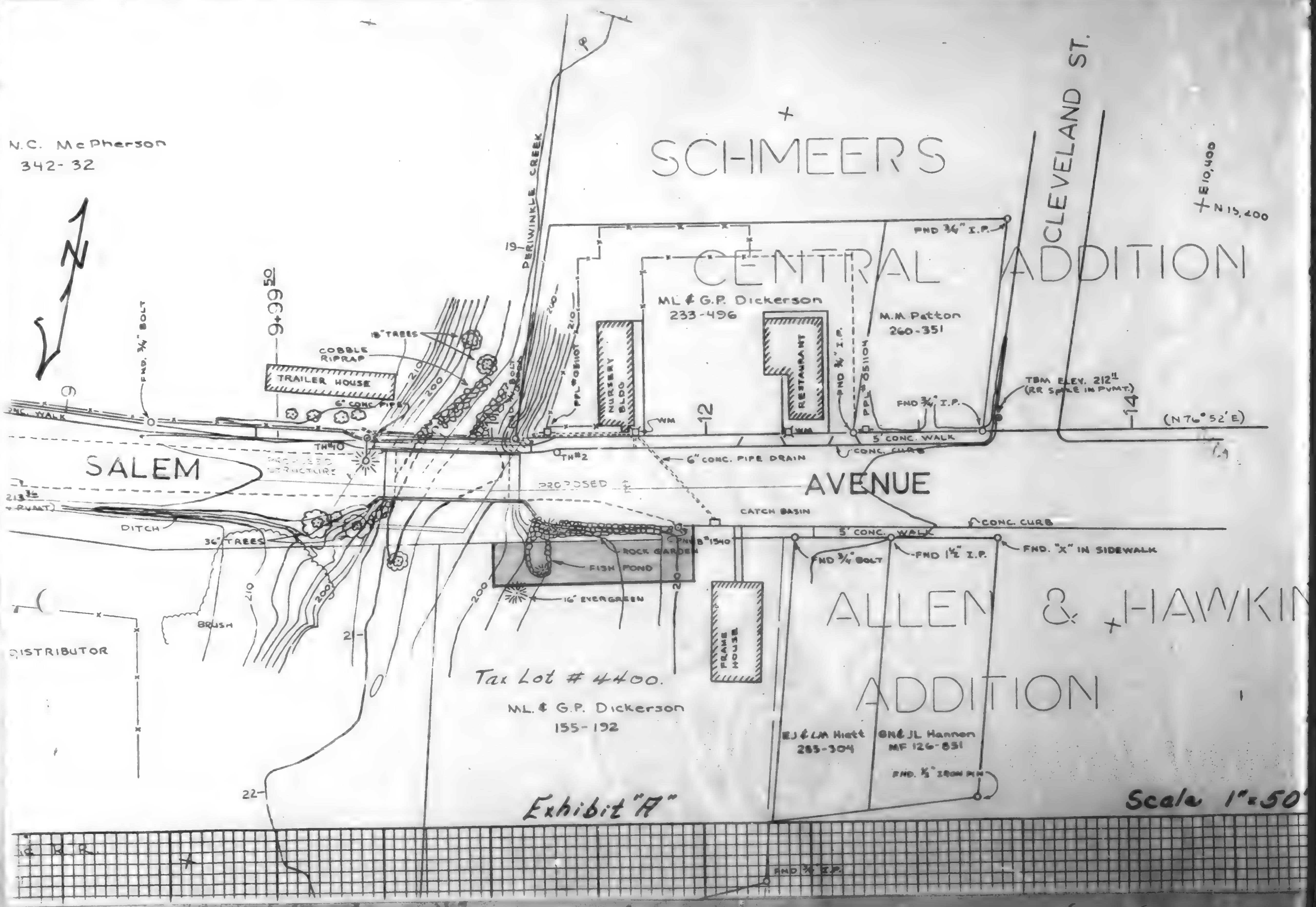


Exhibit "A"

Scale 1"=50'


N.C. McPherson
342-32
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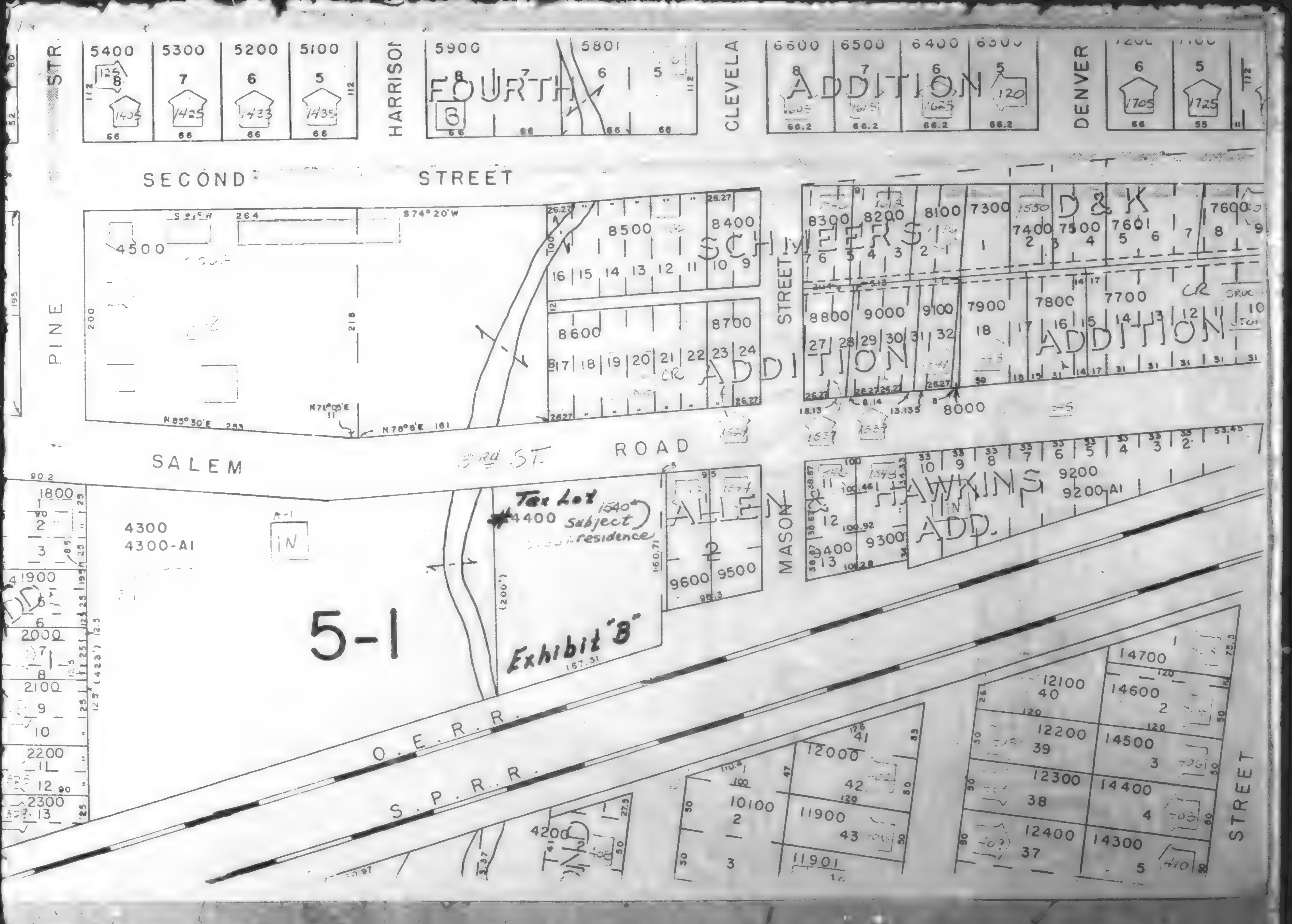
SCHMEERS
CENTRAL ADDITION
CLEVELAND ST.
E10,400
N15,200
PERIWINKLE CREEK
19
ML & G.P. Dickerson
233-496
M.M. Patton
260-351
FND 3/4" I.P.
FND 3/4" I.P.
FND 3/4" I.P.
TBM ELEV. 212.11
(RR SPIKE IN PVMT.)
(N76°52'E)
14
12
NURSERY BLDG
RESTAURANT
PPL #05110
PPL #05107
WM
WM
TRAILER HOUSE
COBBLE RIPRAP
18" TREES
6" CONC PIPE
9+99.50
9
FND. 3/4" BOLT
CONC. WALK
TH#10
TH#2
5' CONC. WALK
CONC. CURB
6" CONC. PIPE DRAIN
SALEM
PROPOSED STRUCTURE
PROPOSED ℄
AVENUE
213.36
PVMT.
DITCH
36" TREES
CATCH BASIN
PNL B 1540
ROCK GARDEN
FISH POND
16" EVERGREEN
CONC. CURB
5' CONC. WALK
FND 3/4" BOLT
FND 1½" I.P.
FND. "X" IN SIDEWALK
FRAME HOUSE
ALLEN & HAWKIN
ADDITION
BRUSH
DISTRIBUTOR
200
210
200
210
200
21
22
Tax Lot # 4400.
ML. & G.P. Dickerson
155-192
EJ & LM Hiett
283-304
GN & JL Hannon
MF 126-851
FND. 5/8" IRON PIN
FND 3/4" I.P.
R.R.
Scale 1" = 50'

Exhibit "A"


Tax Lot
4400 1540 subject residence
Exhibit "B"
5-1
SECOND STREET
SALEM ROAD
3rd ST.
PINE
HARRISON
CLEVELA
DENVER
MASON STREET
STREET
STR
FOURTH ADDITION
SCHMEER'S ADDITION
D & K ADDITION
ALLEN
HAWKINS ADD.
O.E.R.R.
S.P.R.R.
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4300-A1
8000
9200
9200-A1
9300
9400
9500
9600
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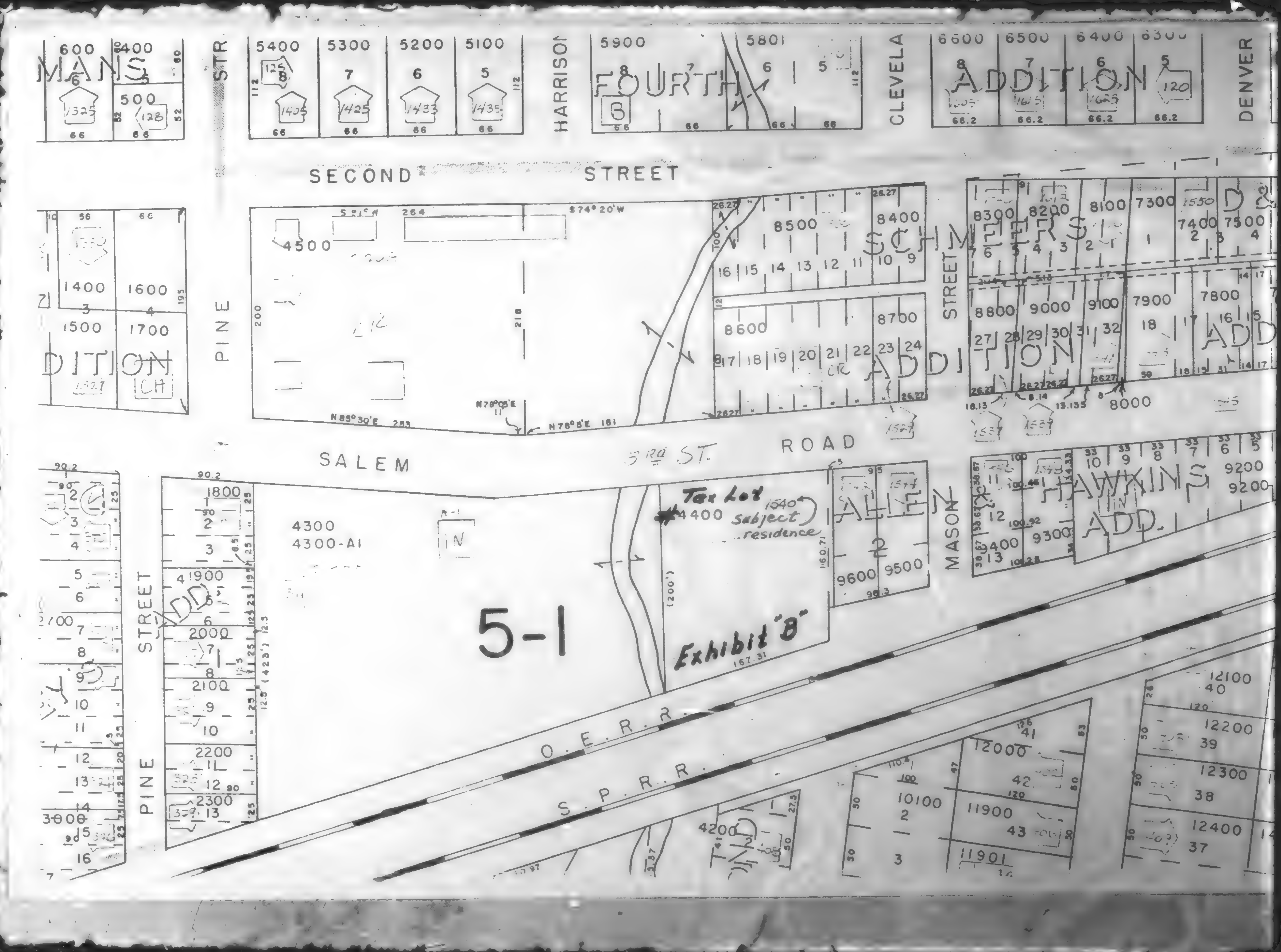
N 78° 5' E
N 76° 05' E


5-1
Exhibit "B"
Tax Lot #4400
1540 subject residence
SECOND STREET
SALEM ROAD
3rd ST.
PINE STREET
PINE STREET
MASON STREET
HARRISON
CLEVELA
DENVER
STR
FOURTH ADDITION
SCHMEERS ADDITION
ALLEN
HAWKINS ADD.
O.E.R.R.
S.P.R.R.
4500
4300
4300-A1
4400
S74°20'W
N85°30'E 253
N78°05'E 181
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FAUS

8485

OJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

5-11-76

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: Periwinkle Creek Bridge

Third Avenue, FAU 2940

Project Federal Aid Number: M-2940(1)

Applicant: City of Albany

Contact: Harold A. Leedom

Federal Aid Funds: FAS____ FAUS XX Other____

Date Project Approved by Trans. Comm.: 10/28/75

State to: ___ Review applicant's right-of-way acquisition program, or

___ Acquire right-of-way in behalf of applicant, or

X Not determined (contact applicant)

Remarks: Field Survey indicates that additional right-of-way and easements may be required for the project.

Gary E. Zehner

Gary E. Zehner, Urban Program Engr.
County-City Unit

May 11, 1976
Date

cc: Right-of-Way Engineer
Region 2 Engineer
Region 2 Federal Aid Engineer
Region 2 Right-of-Way Supervisor
FHWA Right-of-Way Officer

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

2/18/75

8485

FAUS

PREFIX = 322-1940

LOCATION NARRATIVE
Periwinkle Cr. Bridge (Albany)
Salem Avenue
Linn County

5-7-76

RECEIVED
COUNTY & CITY SECTION
MAY 7 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

History

The Authority for Survey for this project was submitted November 17, 1975. It was based on a formal application by the City of Albany to have this project included in the Federal Aid Urban System Program. The resulting Urban System Project Agreement with the City of Albany was approved by State of Oregon October 28, 1975.

Termini

The termini are 110' from the west end of the bridge and 80' from the east end.

Length

Total length of project is 256'.

Survey

The survey was started by locating available property corners on the North side of Salem Ave on both sides of the existing structure. The "P" line was located on the north side of Salem Avenue outside of traffic. The "P" line between 6+85 & 9+40 is 1.5 feet south of the J. & N. C. McPherson southwesterly property line. The "P" line between 11+10 & 13+30 is on the back edge of the walk & is on the south property lines of M. L. & G. P. Dickerson and M. M. Patton properties.

Coordinates are assumed and the "P" line bearing between 6+50 & 9+99.5 of N85°30'E was taken from Linn County Assessors Map 11 - 3W - 5CC. Elevations were run from bench X-269(OSHD) - Elev. 219.803 located at the Highway Maintenance Building.

Alignment

The north side of the new bridge parallels the R/W line which is the westerly leg of the south limits of the J. & N. C. McPherson property.

The bridge has been placed one foot south of this line. To move it further south would accentuate the existing awkward, angular alignment.

Bear in mind that the purpose also is to avoid easements and R/W aquisition.

Right-of-Way

Assessors Map 11-3W-5CC shows the existing street R/W in this area to be 60 feet. This 60 feet is by resolution. Our findings show the property lines at "P" Sta. 10+50 east end of bridge, are 48 feet apart. The property at this narrow 48 foot section is owned on both sides by Mervin I. & Gladys P. Dickerson. The Dickerson's have a rock garden and fish pond partially outside their property lines that will be destroyed by the widening.

Orris Carnegie - Linn County Surveyor indicated the 60 foot street by resolution may not apply here. The area was subdivided 85 years ago. County surveys show property lines on each side of Salem Ave., but none show a distance across Salem Ave. between sub-divisions.

All property corners found, and shown on the detail map, are in close agreement with county surveys and property descriptions. Our findings indicate the Salem Ave R/W between the Schmeers Addition and the Allen Hawkins Addition tapers from 48 feet at the East end of Periwinkle Cr. Bridge to 60 feet at Geary Street, 700 feet to the East.

Structure

The existing reinforced concrete arch bridge is 66' long by 25' wide. It has no felloe guards. It has a 3' wide wooden sidewalk on the north side. The sidewalk is supported on metal outriggers bolted to the structure.

The recommended structure will be 66' long by 44' wide single span, composed of prestressed slabs on concrete caps and HP 12X53 steel piles. The end bents are also to function as abutments with the piles encased therein.

The abutments should be skewed 30 ° so as to be parallel to the direction of the stream.

The east abutment should continue along the southeast side of the approach as a retaining wall to support the widened portion of the roadbed, thereby eliminating the embankment slope which would encroach beyond existing right-of-way.

The retaining wall should be designed to be internally supported so as to eliminate the need for footing area outside the exposed face of the wall. The purpose is to reduce excavation beyond the face of the wall because of the restricted R/W.

The railing surmounting the top of the wall should be a continuation of the type used on the bridge.

The City requests a bridge design that will accomodate future widening to 4 lanes.

Esthetic Considerations

The right-of-way off the southeast corner of the bridge has been landscaped by the owner of the abutting property. Included is a rock garden and a stone fish pond.

Because these improvements will be sacrificed to the new construction an effort should be made to incorporate in the design of the bridge and retaining wall such decorative treatments that will partially restore the esthetics of the present site. Panels of exposed aggregate cemented to the face of the retaining wall is offered as one suggestion.

The stones used in the rock garden and fish pond should be salvaged and returned to the owner of the abutting property.

Typical Section (Bridge)

The City of Albany's application specified 2-18' travel lanes, and 2-5' sidewalks on the structure.

Recent conversation with Hal Leedom, Director of Public Works, reveal local citizen opposition to the construction of a sidewalk along the south side of the bridge. The City recommends this sidewalk be deleted.

A letter from the City documenting this request is included in the location data.

The recommended widths are as follows: 2-18' travel lanes with a 5' sidewalk on the north side and a 2' wide curb on the south side.

The typical section will include a membrane deck seal applied to the p.c.c. surface. A crowned section will consist of class "C" asphaltic cement wearing surface sloped 0.02 ft/ft to a minimum thickness of 1½" at the gutters and a maximum of 6" at the centerline.

Typical Section (Approaches)

The widened section will consist of 8" of 1½-0" aggregate base, 1½" of 3/4-0" leveling course, 2" Class "C" a.c. base, and 1½" Class "C" a.c. wearing course.

Drainage

Type G-1 inlets installed in each gutter at the east end of the structure will provide adequate drainage of surface water. Outlets will be via 8 inch pipe installed through the east abutment.

Detour Traffic

The City proposes to close Salem Avenue in the vicinity of the construction site. Traffic must be detoured at Main St. & Geary Ave. to Santiam Road. Second Street can not carry heavy truck loads.

Construction Signing is required.

The City requested that an effort be made to limit the road closure to period of not more than 90 days.

Utilities

Pacific Northwest Bell and Pacific Power & Light have facilities near the bridge that will require adjustment.

A luminaire at the northwest corner of the bridge will require removal.

Special Provisions

Item (2), Section 111, Temporary Protection and Direction of Traffic. Specifications should limit closure of Salem Avenue to 90 days.

Item (7), Section 202, Removal of Structures and Obstructions. Specifications should require salvaging and returning to owner of abutting property stones removed from rock garden and pool.

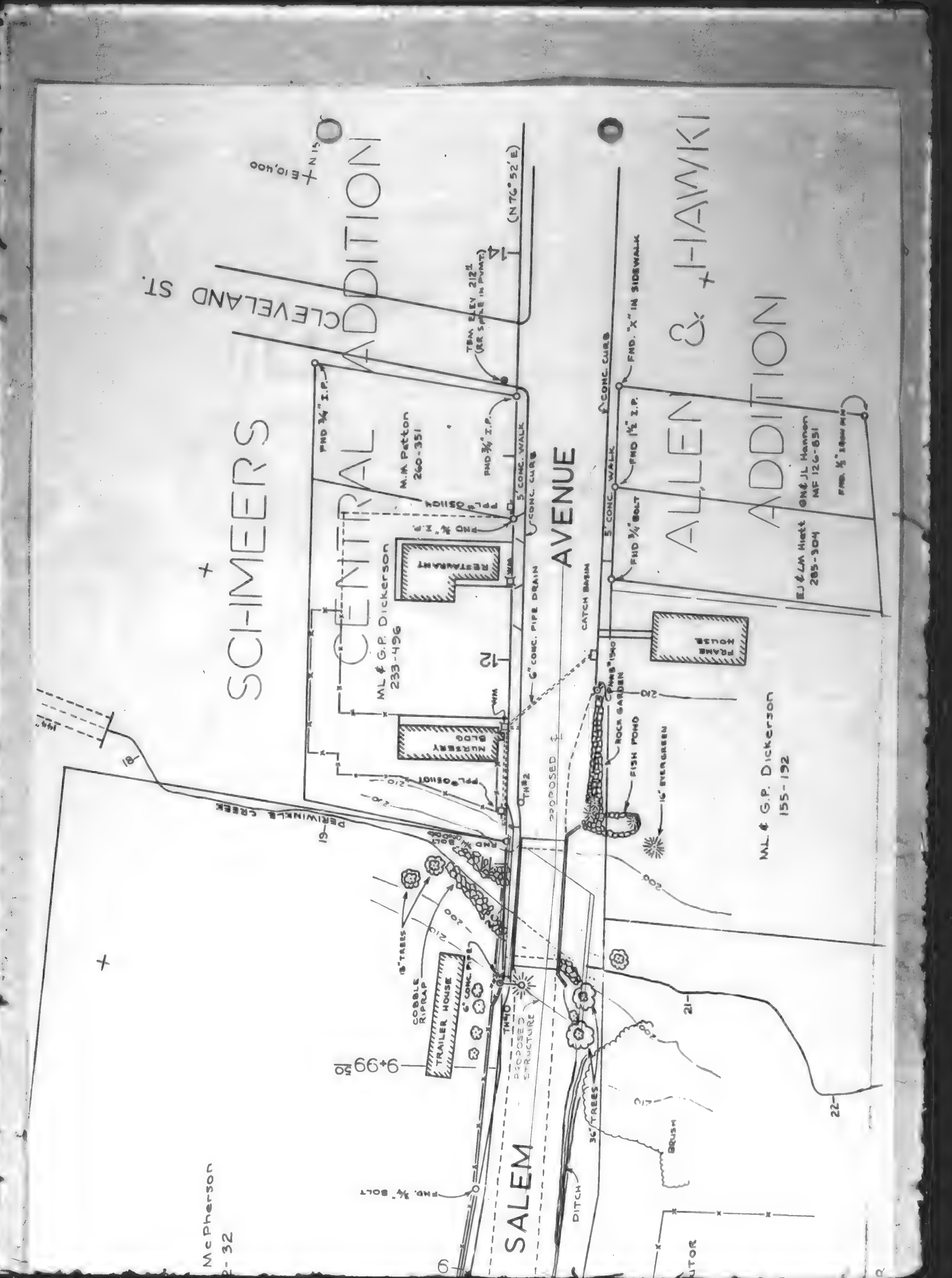
Item (19), Section 683, Lawn Construction. This item should include all topsoil required (approx. 50 cu. yds.).

Item (6), Section 201, Clearing & Grubbing. Two 36" trees near the southwest corner of the new structure are to be removed.

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Periwinkle Creek Bridge UNIT OR PART All Sheet 1 of 1
HIGHWAY Salem Ave. (Albany) PREFIX 322-1940 COUNTY Linn

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1	110	Mobilization (5%)	Lump Sum	All	-	5,647
2	111	Temp. Prot. & Dir. Traffic	Lump Sum	All	-	1,000 -
3	111.82	Temporary Signs	Sq. Ft.	260	6.00	1,560
4	111.83	Temp. Cont. Rail Traf. Barrier, Refl.	Lin. Ft.	75	7.00	525
5	111.85	Flagmen	Hour	40	15.00	600
6	201	Clearing & Grubbing	Lump Sum	All	-	400
7	202	Removal of Struct. & Obstructs.	Lump Sum			8,957
		(a) Bridge Removal				8,600
		(b) Remove Curbs		10 Lin. Ft.	2.50	25
		(c) Remove Sidewalks		40 Sq. Yds.	3.30	132
		(d) Remove Rock Garden & Pool		Est.	-	200
8	203	Ditch Excavation	Cu. Yd.	15	5.00	75
9	203	General Excavation	Cu. Yd.	17	3.00	51
10	305	1½"-0" Aggregate Base	Ton	125	6.00	750
11	305	¾"-0" Aggregate Base	Ton	20	4.00	80
12	401	Class "C" Asphalt Concrete Mixture	Ton	155	12.00	1,860
13	401	Asphalt Cement in Mixture	Ton	10	120.00	1,200
14	407	Asphalt in Tack Coat	Ton	0.3	160.00	48
15	604	Concrete Inlets, Type G-1	Each	2	325.00	650
16	605	8" Drain Pipe	Lin. Ft.	104	8.00	832
17	608	Concrete Walks	Sq. Yd.	40	10.00	400
18	609	Concrete Curbs, Type "A"	Lin. Ft.	265	3.00	795
19	683	Lawn Construction	Lump Sum	(0.2 Acre)		300
						25,730
		Construct Bridge & Retaining Wall	Lump Sum	All	-	93,850
						119,580
		Engineering & Contingencies (20%)				23,916
		TOTAL PROJECT ESTIMATE				143,496


SCHMEERS
CENTRAL
ADDITION
ALLEN & HAWKI
ADDITION
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AVENUE
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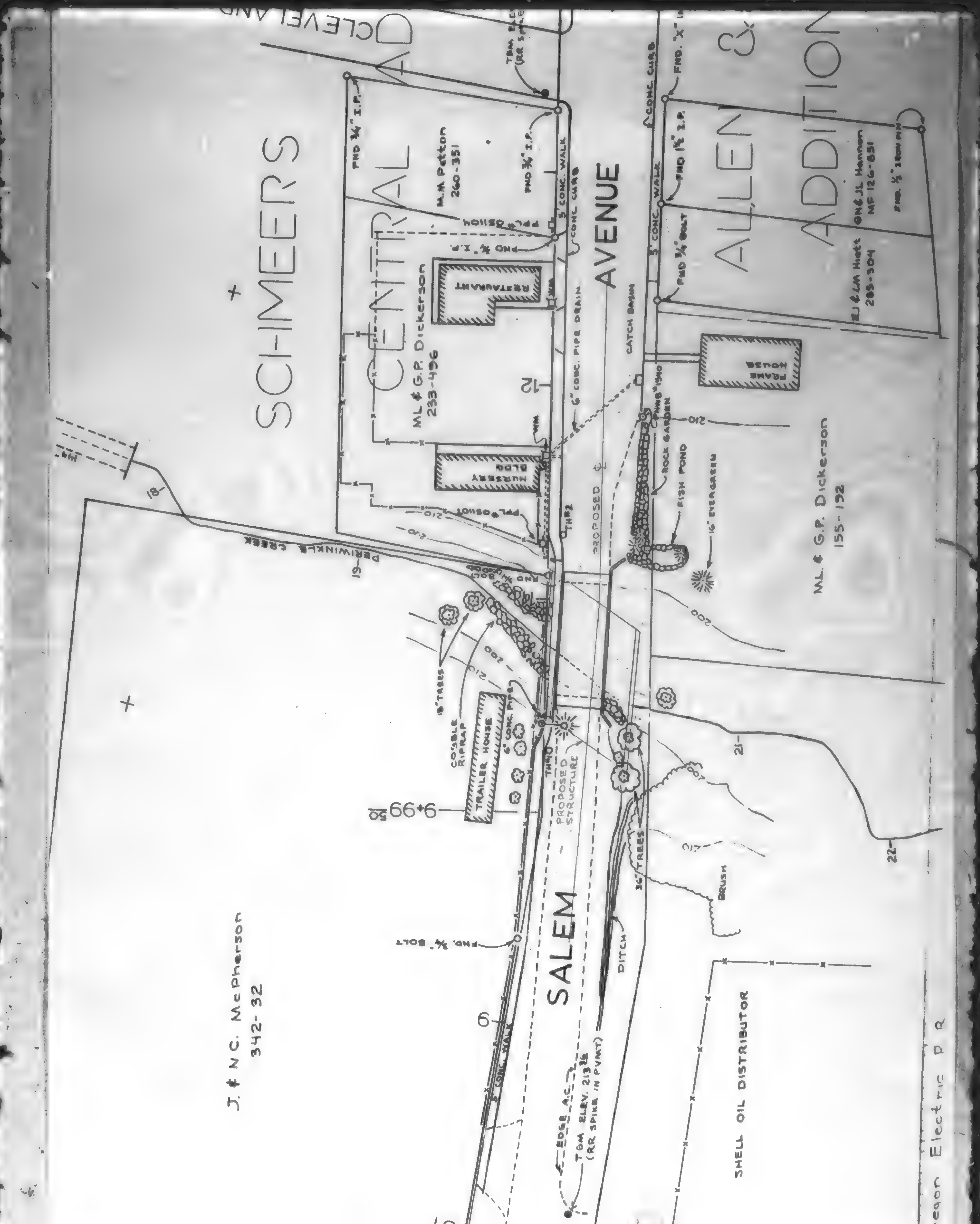
(N76°52'E)
14
12
9+99.50
6
18
19
21
22
TBM ELEV 212.2 (RR SPIKE IN PVMT)
FND 3/4" I.P.
FND 3/4" I.P.
FND 3/4" I.P.
PPL 05110+
PPL 05110+
M.M. Patton
260-351
ML & G.P. Dickerson
233-496
ML & G.P. Dickerson
155-192
EJ & LM Hiett
285-304
GN & JL Hannon
MF 126-851
RESTAURANT
NURSERY BLDG
FRAME HOUSE
TRAILER HOUSE
5' CONC. WALK
5' CONC. CURB
5' CONC. WALK
5' CONC. CURB
6" CONC. PIPE DRAIN
CATCH BASIN
WM
WM
FND 3/4" BOLT
FND 1 1/2" I.P.
FND "X" IN SIDEWALK
FND 3/4" BOLT
FND 1/2" IRON PIN
PERIWINKLE CREEK
ROCK GARDEN
FISH POND
16' EVERGREEN
PROPOSED
PROPOSED STRUCTURE
COBBLE RIPRAP
6" CONC. PIPE
18" TREES
36" TREES
DITCH
BRUSH
FND 3/4" BOLT
TN 40
TN 2
200
210
McPherson
2-32
UTOR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SALEM
AVENUE
M.M. Petton 260-351
ML & G.P. Dickerson 233-496
ML & G.P. Dickerson 155-192
J. & N.C. McPherson 342-32
EJ & LM Hiett 285-304
ON & JL Hannon MF 126-851
SHELL OIL DISTRIBUTOR
Oregon Electric R R
RESTAURANT
NURSERY BLDG
FRAME HOUSE
TRAILER HOUSE
PERIWINKLE CREEK
ROCK GARDEN
FISH POND
16' EVERGREEN
18" TREES
36" TREES
COBBLE RIPRAP
6" CONC. PIPE
6" CONC. PIPE DRAIN
CATCH BASIN
PROPOSED STRUCTURE
PROPOSED ℄
DITCH
BRUSH
5' CONC. WALK
CONC. CURB
TBM ELEV. 213.36 (RR SPIKE IN PVMT)
EDGE A.C.
FND 3/4" BOLT
FND 3/4" I.P.
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TH#2
9+99.50
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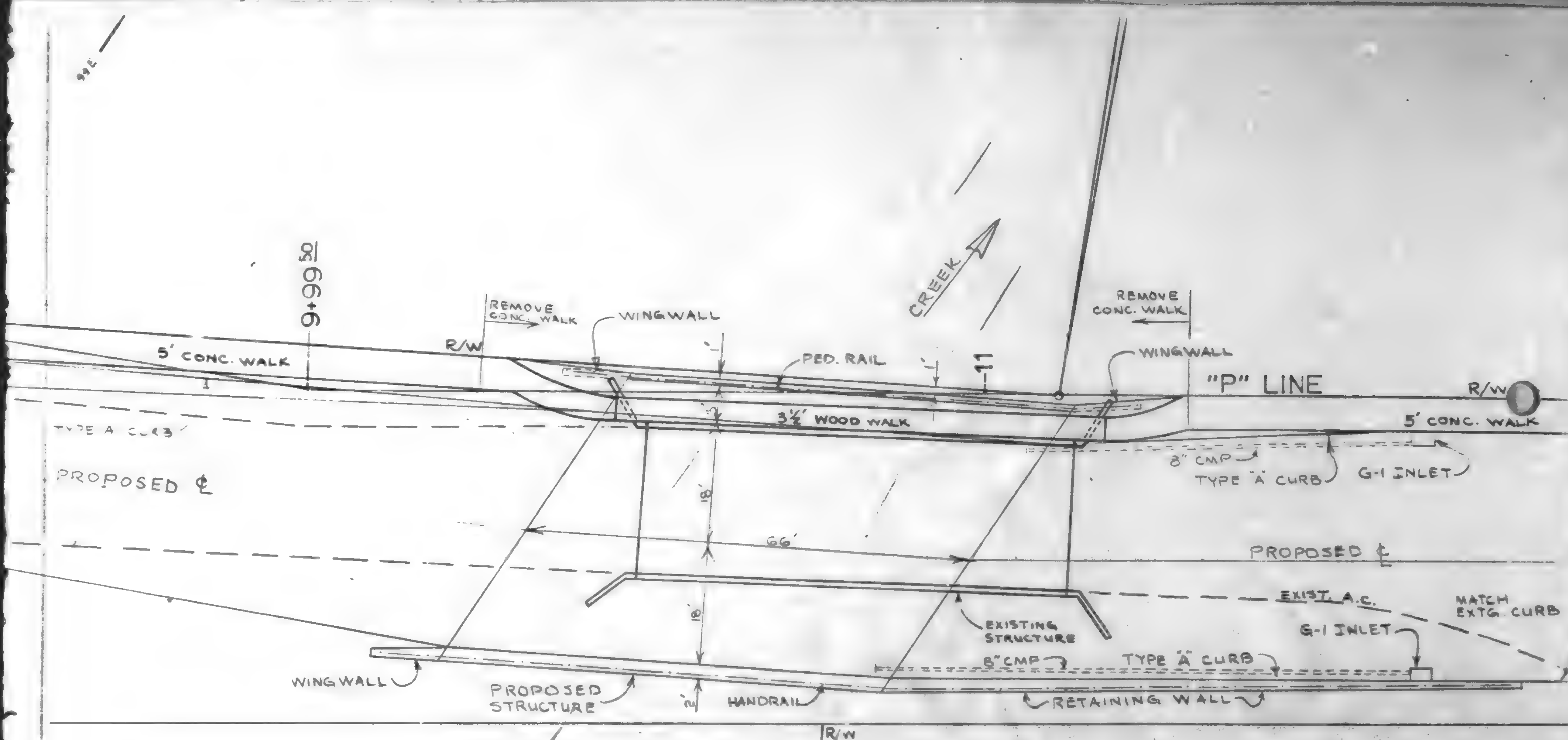
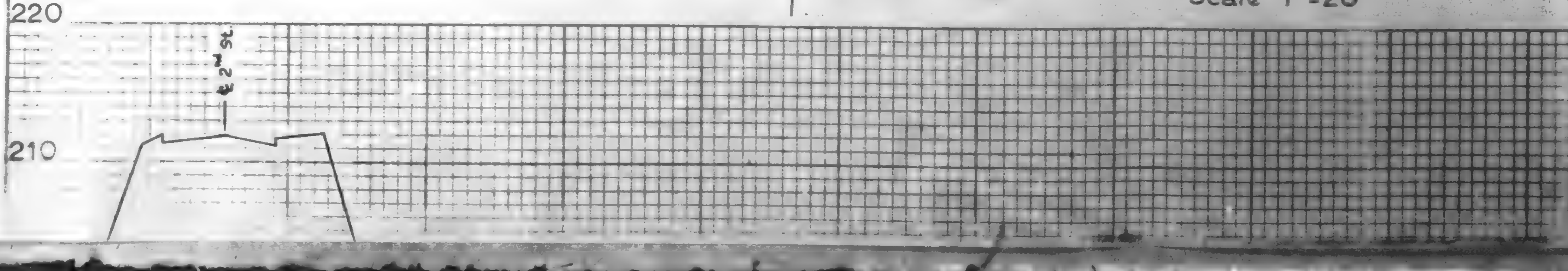
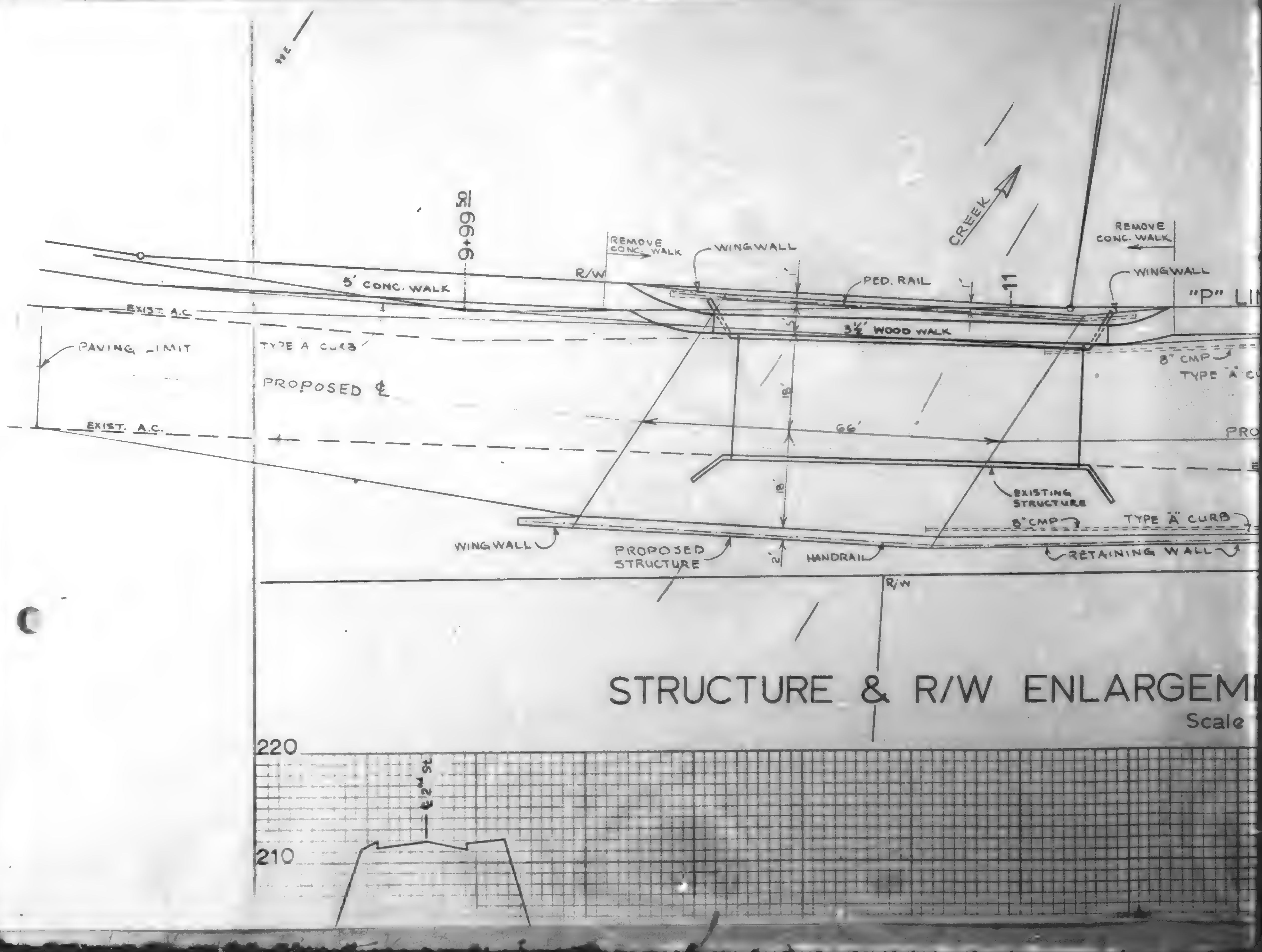


STRUCTURE & R/W ENLARGEMENT

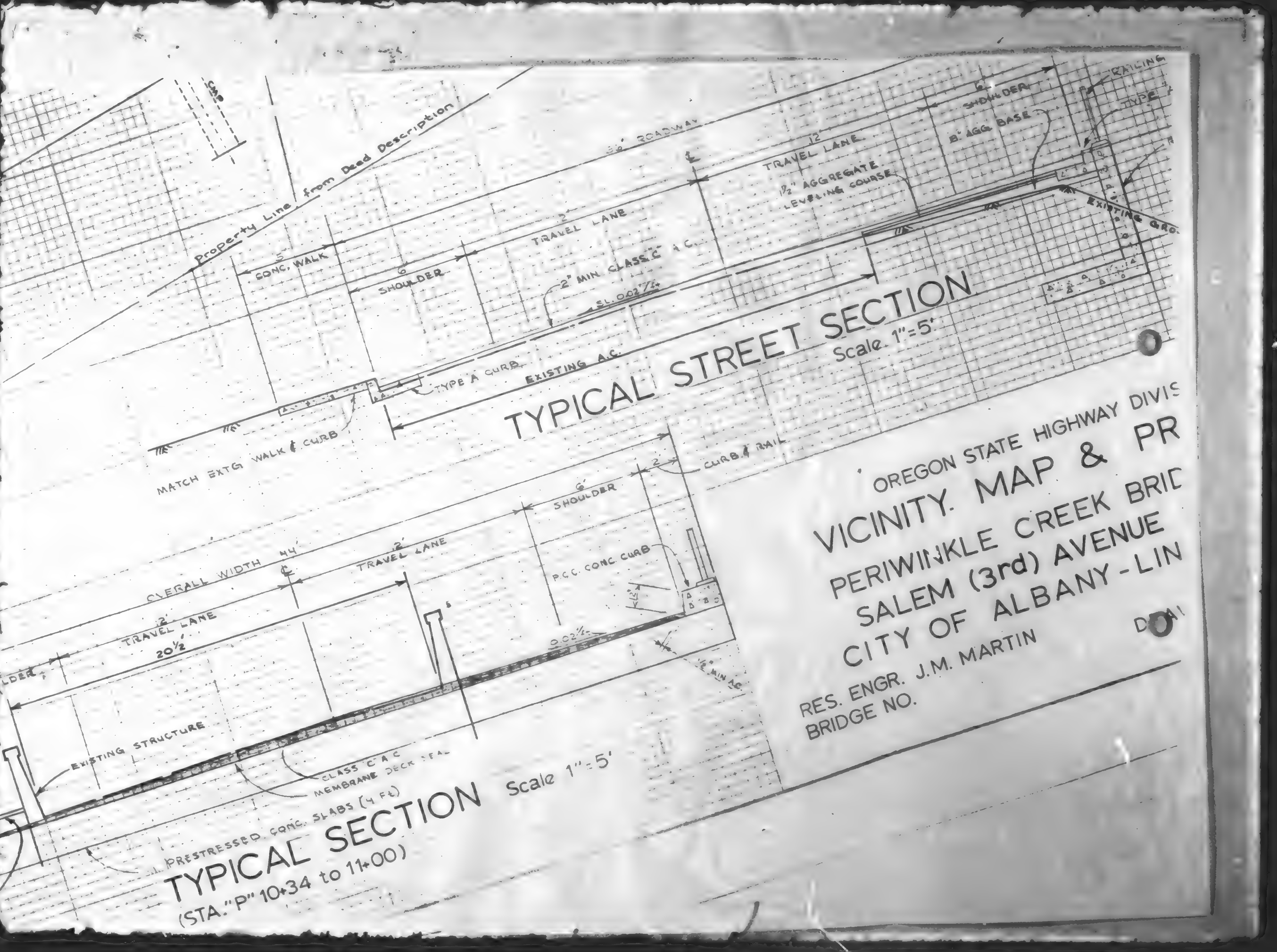
Scale 1"=20'

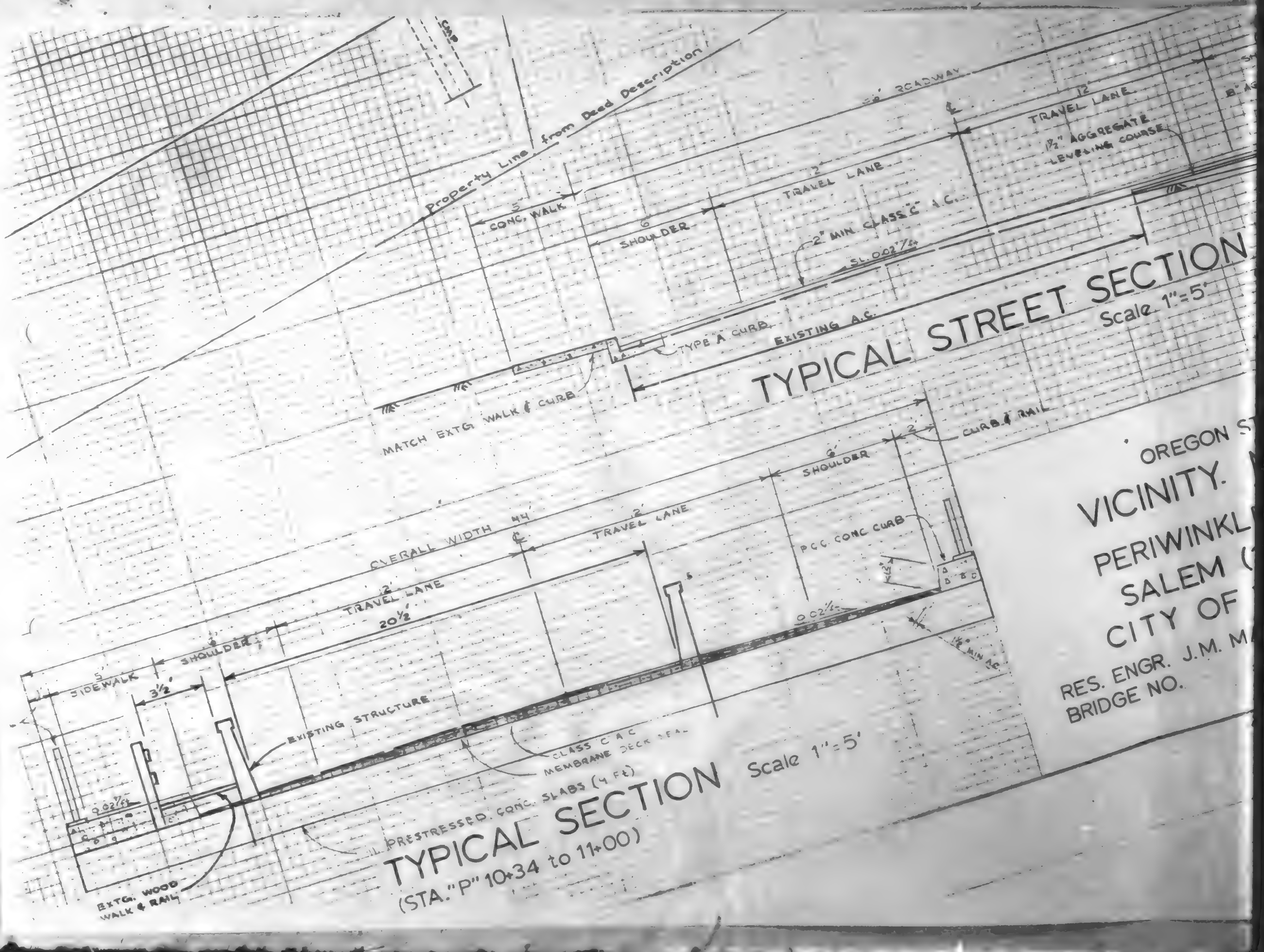




STRUCTURE & R/W ENLARGEM

Scale


Property Line from Deed Description
CMP
36' ROADWAY
5' CONC. WALK
6' SHOULDER
12' TRAVEL LANE
2" MIN CLASS "C" A.C.
SL. 0.02'/'
TRAVEL LANE 12'
1½" AGGREGATE LEVELING COURSE
SHOULDER 6'
8" AGG. BASE
RAILING
TYPE
EXISTING GRO.
MATCH EXTG WALK & CURB
TYPE A CURB
EXISTING A.C.
TYPICAL STREET SECTION
Scale 1"=5'
CURB & RAIL
2'
6' SHOULDER
OVERALL WIDTH 44'
12' TRAVEL LANE
12' TRAVEL LANE
20½'
P.C.C. CONC. CURB
0.02'/'
½" MIN A.C.
EXISTING STRUCTURE
CLASS "C" A.C.
MEMBRANE DECK SEAL
PRESTRESSED CONC. SLABS (4 Ft)
TYPICAL SECTION
Scale 1"=5'
(STA. "P" 10+34 to 11+00)
OREGON STATE HIGHWAY DIVIS
VICINITY MAP & PR
PERIWINKLE CREEK BRID
SALEM (3rd) AVENUE
CITY OF ALBANY - LIN
RES. ENGR. J.M. MARTIN
BRIDGE NO.
DRA



Property Line from Deed Description
ROADWAY
TRAVEL LANE
12'
1½" AGGREGATE LEVELING COURSE
5'
CONC. WALK
6'
SHOULDER
12'
TRAVEL LANE
2" MIN. CLASS "C" A.C.
SL. 0.02'/Ft.
TYPE A CURB
EXISTING A.C.
MATCH EXTG. WALK & CURB
TYPICAL STREET SECTION
Scale 1"=5'
CURB & RAIL
2'
6'
SHOULDER
OVERALL WIDTH 44'
12'
TRAVEL LANE
P.C.C. CONC. CURB
12'
TRAVEL LANE
20½'
0.02'/Ft.
1½" MIN. AC
5'
SIDEWALK
SHOULDER
3½'
EXISTING STRUCTURE
CLASS C A.C.
MEMBRANE DECK SEAL
PRESTRESSED CONC. SLABS (4 Ft.)
0.02'/Ft.
EXTG. WOOD WALK & RAIL
TYPICAL SECTION
Scale 1"=5'
(STA. "P" 10+34 to 11+00)
OREGON ST
VICINITY.
PERIWINKL
SALEM (
CITY OF
RES. ENGR. J.M. M
BRIDGE NO.

8485

Adopted FAUS
C7
Consent Calendar

RESOLUTION NO. 1773

4-14-76

WHEREAS, the Salem Avenue and Periwinkle Creek Bridge Replacement Project has been approved by the Oregon Department of Transportation; and

WHEREAS, the adoption of this resolution supercedes Resolution No. 1754; and

WHEREAS, the City of Albany is responsible for a total of 11 percent of the project cost in the amount of $9,350, such amount to be taken from Street Maintenance Fund (Account 03-4060).

NOW, THEREFORE, BE IT RESOLVED by the Albany City Council that the adoption of this resolution supercedes Resolution No. 1754 and that the Mayor and City Recorder be authorized to enter into an agreement for the Salem Avenue and Periwinkle Creek Bridge Replacement Project in the amount of $9,350, such amount to be taken from the City's Street Maintenance Fund (Account 03-4060).

DATED THIS 14TH DAY OF APRIL, 1976.

David C. Hayes
MAYOR

ATTEST:

Ernest W. Isham
CITY RECORDER

RECEIVED
COUNTY & CITY SECTION
APR 20 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8485

fans

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -2940(1)

STATE PROJECT NO. Periwinkle Creek Bridge

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. M-63

TO:

3-3-76

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 3/3/76

FEDERAL ROUTE NUMBER FAU-2940

STATE ROUTE NUMBER City Street

RECEIVED
COUNTY & CITY SECTION
MAR 1 1976
☐ ENGR. ☑ DPE ☐ COOR. ☐ CE ☑ OE ☐ RE ☐ AE ☐ RPE ■ UE ☐

GENERAL LOCATION:

City Street-Third Avenue in Albany

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $8,000, Federal funds $6,240.
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 3/3/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 2/5/76 letter you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3/3/76	G K Hosmer for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 3/3/76

BY (Signature): L.W. Rulien's' 2/5/76 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ______

STAGE 1 *
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
63	M-2940(1)	0.013	85,000	66,300

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Periwinele Creek Bridge (Albany) Section Linn County State of Oregon	Preliminary Engineering & one structure

REMARKS (Division)

RECEIVED
COUNTY & CITY SECTION
MAR 1[illegible] 1976
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ DPE ☐

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3/3/76	G.L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

O.

FORM PR-1
(REV. 4-61)

February 5, 1976

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St., Third Ave. in Albany		4,700	8,400	96	10	Oregon	41	W32	63

ROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Bridge								M-	2940	(1)		

AL FUNDS Urban System

AREA Albany

COUNTY NAME Linn CODE 043

ROUTE NO. U FEDERAL-AID 2940 STATE City St. U.S. ---

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE			0.013	8,000	6,240	880	880 (City)	Preliminary engineering, all phases; const. reinf. conc. br. (L 66') remove existing str., constr. roadway approaches & install guardrail.
	ROW								
	CONST (CODE) X081		"Periwinkle Creek Bridge (Albany) Sec."	0.013	77,000	60,060	8,470	8,470 (City)	ROW - 50' normal; Access control-none; Parking restrictions-complete.
ARED BY			CL PROJECT TOTALS	0.013	85,000	66,300	9,350	9,350 (City)	

RECEIVED
COUNTY & CITY SECTION
MAR 1 1976
☐ ENGR. ☐ COOR. ☐ LE ☐ AE ☐ UE
☐ DPE ☒ CE ☐ RE ☐ RPE ☐

GRAM APPROVAL DATES

MAR 8 1976

ON DIVISION

REMARKS

-Over-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

February 5, 1976

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) City St., Third Ave. in Albany 21 65	ADT	PRESENT 4,700	FUTURE 8,400 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon	ST CO 4 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E. & One Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (67)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M- 14 23	NUMBER 2940 7	SEQ. (1

CARD 4	CLASS OF FEDERAL FUNDS Urban System		COUNTY NAME Linn		CODE 043 (14) (16)
	NAME OF URBAN AREA Albany 17-21	ROUTE NO. U	FEDERAL-AID 2940 (32)	STATE City St. (36)	U.S. (37) --- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)			
5					**PE**			0.013	8,000	6,240	880	880 (City)	Pre ing con br. exi roa & i
5					**ROW**								
5					**CONST** (CODE) X081		"Periwinkle Creek Bridge (Albany) Sec."	0.013	77,000	60,060	8,470	8,470 (City)	ROW Acc Par com
CARD 1	CODE 1	PREPARED BY CL					PROJECT TOTALS	0.013	85,000	66,300	9,350	9,350 (City)	
1	14								(10) (23)	(24) (32)	REMARKS		

PROGRAM APPROVAL DATES

MAR 3 1976

FHWA OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
MAR 1 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

PERIWINKLE CREEK BRIDGE (ALBANY) SECTION

PROJECT NO. M-2940(1)

Existing Facility: Existing bridge is a reinforced concrete arch span with an overall length of 66 feet and horizontal clearance of 25 feet and a 3-foot wooden sidewalk on the northside.

Adjacent Sections: 24-foot A.C. surface with 2' shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Remove existing bridge and construct, on existing alignment, a reinforced concrete bridge (#16274) 66 feet in length with a horizontal clearance of 36 feet and 5-foot sidewalk each side. Grade and pave roadway approaches and install guardrail.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Albany Municipal Airport is 1 1/2 miles east of the project; however, no conflict with the operation of the airport will result from this project.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on January 20, 1976.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 4 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 Project).

(b) Location/Design--Not a factor in the development of this project.

Data for PR-37:

Preliminary Engineering	---------Field Work	$2,000
	P.S. & E. Preparation	6,000
	Total	$8,000

Note: This project is in Congressional District No. 2.

8 4 85

PRO-6-2

February 5, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-2940(1)

We are submitting program data for one project, Item No. 63, Project No. M-2940(1), "Periwinkle Creek Bridge (Albany) Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with program approval, authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval at an estimated total cost of $8,000 with an obligation of $6,240 in Federal funds.

CL:md

cc: C. O. Fredrickson (Region 2)

9485

January 28, 1976

City of Albany
City Hall
Albany, OR 97321

Attn: Ernest W. Isham
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 3552

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering an Urban System Project for the reconstruction of the Periwinkle Creek Bridge on Third Avenue of FAU 2940 in Albany.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

cc Don Harwell (agreement att.)

[illegible]
Albany

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
January 26, 1976

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Periwinkle Cr. Br. (Albany) Sect.
Salem Avenue
Linn County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 4 : H. C. Johnson

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COUNTY & CITY SECTION
JAN 29 1976
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EJH
1-26-76

RECEIVED
STATE HWY ENGR
JAN 26 '76
REFER TO
FOR

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNME

DEPA MENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

DATE: January 20, 1976

In reply refer to: 1041DB.2

SUBJECT: Oregon Project M-2940(-)
Periwinkle Creek Bridge (Albany) Section
Salem Avenue
Linn County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's December 31 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

CC:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 2, Welsh)

PROJECT MANAGEMENT
JAN 23 76
REFER TO
FOR
Info | Investigate | N/D | Action | File | Letter | See me

BEN GIFFORD

23 '76
Rulien

Al [illegible]

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date December 26, 1975

A. PROJECT IDENTIFICATION

Name of Project Periwinkle Creek Bridge (Albany) Section (Section) M-2940(-)

Location of Project - Salem Avenue (Highway Name) City Street (Highway No., US - ORE)

Albany (City) Linn (County) 2 (Region)

Program Federal Aid Urban System (2940) (Funding) $84,326 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace an existing narrow structure to improve flow of traffic and the safety of the motorist. To construct bridge and street and sidewalk section across Periwinkle Creek and asphalt approach was 50' each way.

Origin and History: This project is on the FAU priority list approved by the City Council. The existing bridge was built about 1929 and is made of concrete. Its general condition is good, but it was built too narrow to accomodate the volume of traffic using it now in a safe manner.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 166 feet - project length includes approaches

Termini 50 feet west and east of Periwinkle Creek along Salem Avenue

Alignment (new or existing) Same as existing

CATEGORY
3 PROJECT

Non Major

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) None required.

Typical Section 36 ft. street with 5 ft. walks on each side.

Bikeway None

Structures The proposal presently provides for a 48 ft. wide by 66 ft. long prestressed concrete structure with a sidewalk.

Additional Facilities

None

Access Control N/A

Materials Local commercial sources approved by Engineer.

Borrow and Waste Disposal To be provided by bid contractor subject to approval by Engineer.

Special Construction Methods None

Characteristics (ADT) 1975 - 3700

Other General Information (or Supplemental information to items)

Salem Avenue is the old State Highway which is still used extensively as a collector street for businesses which now exist along it. The road is oil mat with little drainage. Improvement is necessary when money is available.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Alt. #1 - Design alternative to a new bridge would be a culvert. Because of the amount of fill necessary to achieve present road level, the costs would be more expensive.

Alt. #2 - No Build

This would continue to make this bridge a safety hazard for traffic.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) None

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type______ Tentative Date(s)______

A-95 Review: ☐ Not Required ☐ Required

Date Submitted______ Date Received______

Expected Coordination with Local, State and Federal Agencies______

Anticipate work with Linn County and the State of Oregon for bridge work.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation None

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status **Date**

☐ Survey Authorization______________

☐ Reconnaissance______________

☐ Field Location______________

☐ Office Location______________

☐ Field Prel. Design______________

☐ Office Prel. Design______________

☐ Final Design______________

☐ Contract Plans______________

FHWA

Status **Date**

☐ Systems Planning______________

☐ Prel. Engineering______________

☐ Corridor Approval______________

☐ Design Approval______________

☐ Plans, Specifications and Estimates Approval______________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

Topography is flat to gently rolling. Periwinkle Creek is a creek by name only: it is a storm water ditch and is not a fish producing stream. Stream side vegetation consists mostly of wild blackberry vines and some cottonwood trees. The soil is clay with a high run-off factor.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The area is completely developed and its use is residential to light industrial. The noise level is within FHWA guidelines, for a commercial area. Air pollution from automotive sources is within standards. All utilities will be affected by the project.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements

None

Consequences:

2. Estimated Changes in Traffic Patterns:

Traffic will be detoured for construction.

Consequences:

Temporary, not to exceed 60 days.

Preliminary Assessment of Impacts (cont.)

3. **Estimated Changes in Land Use:**

None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

Short term effect during construction can be expected. Some channel cleaning will be necessary at this time.

Consequences:

Temporary, not to exceed 60 days.

5. Expected Adverse Effects on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

One property owner has landscaped City right of way for years. He could possibly lose some shrubs and grass.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

b. Noise Standards

c. Water Quality Standards

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

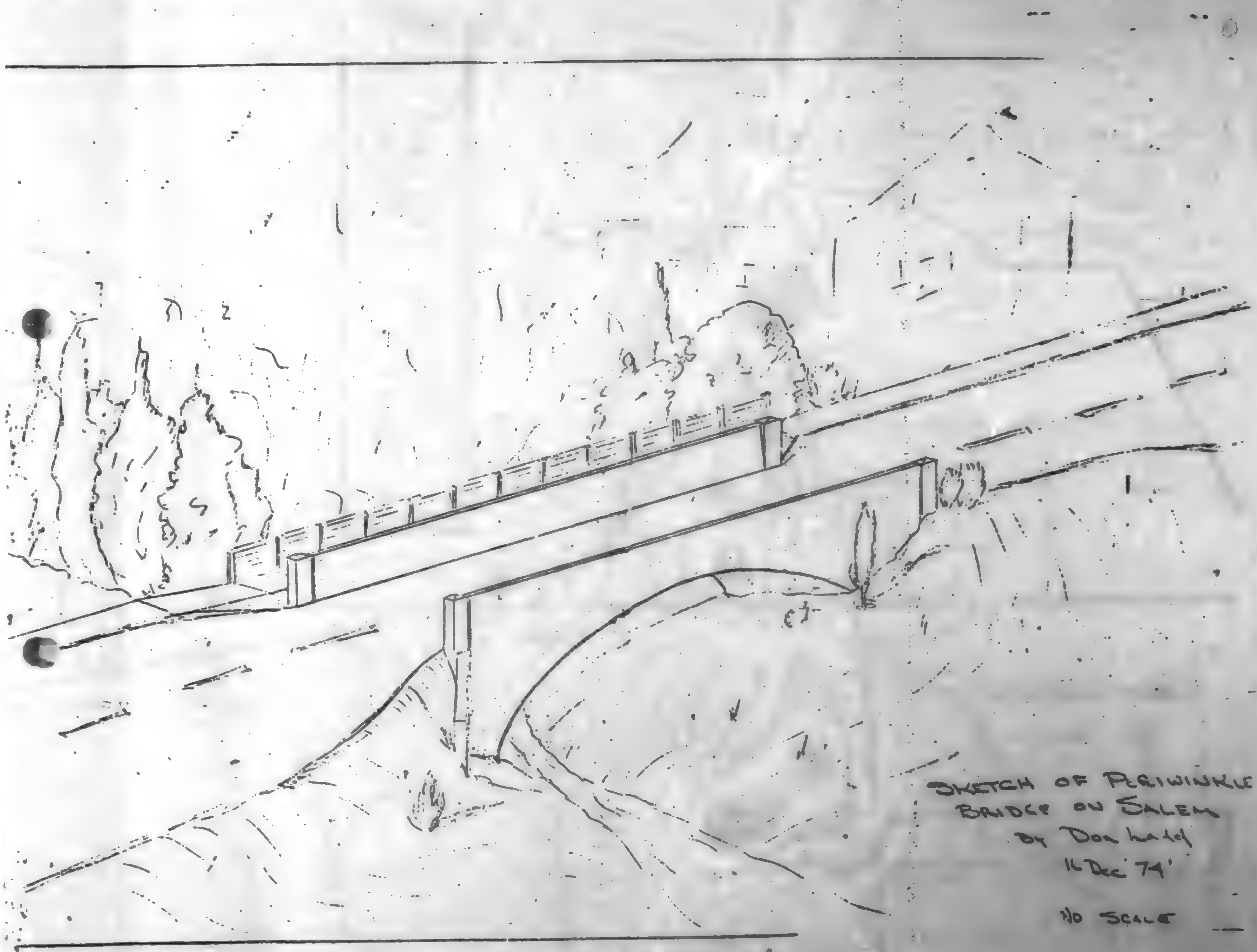
☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF ACTION

- ☐ Major Action
  - ☐ Significant ☐ Non-Significant
- ☒ Non-Major Action

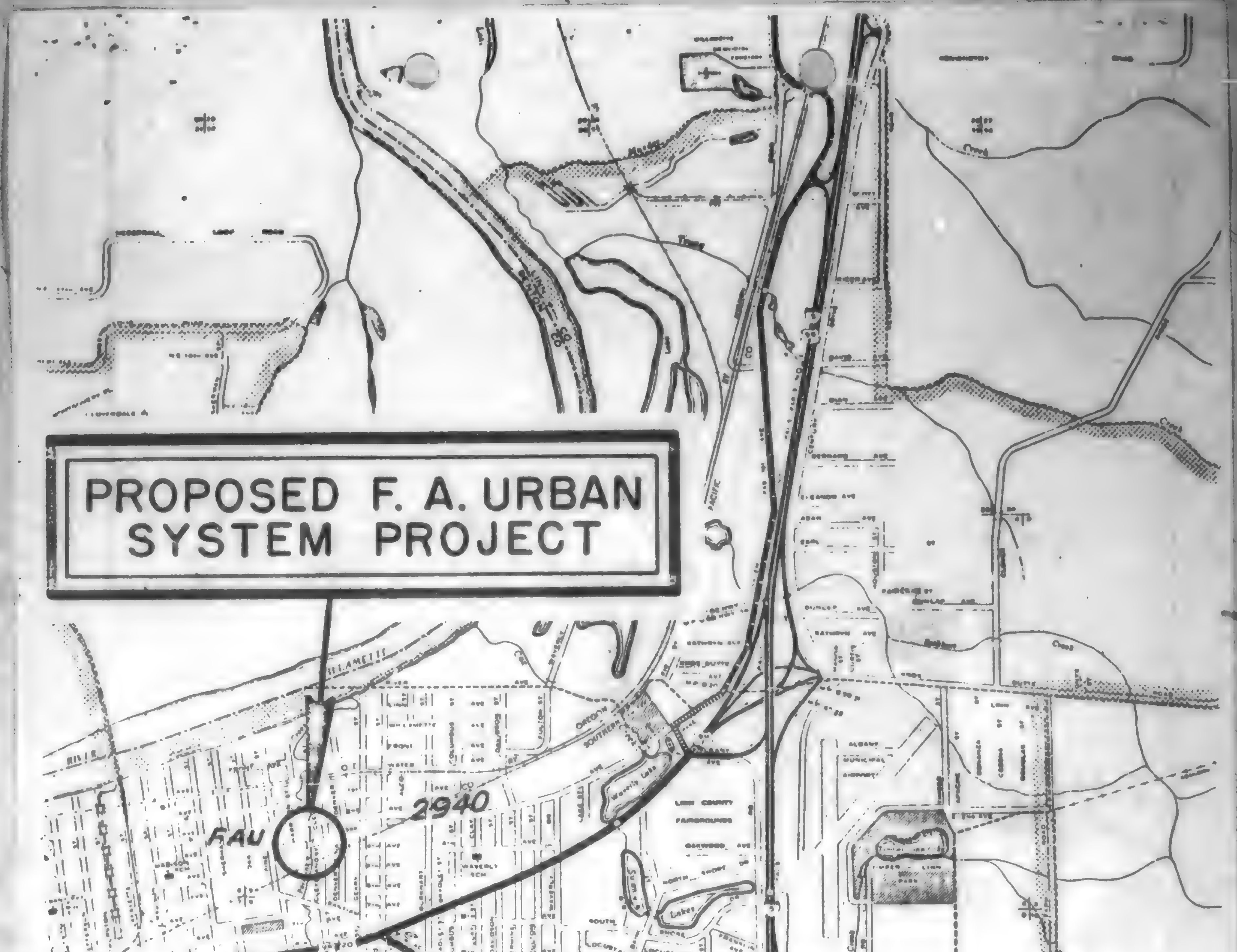
L. TYPE OF DOCUMENTATION RECOMMENDED

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☒ Assessment Only
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Preliminary EIS
- ☐ OTHER ____________________



SKETCH OF PERIWINKLE
BRIDGE ON SALEM
BY Don Ladd
16 Dec 74'

NO SCALE


PROPOSED F. A. URBAN
SYSTEM PROJECT
F.A.U
2940
WILLAMETTE
RIVER
N
ALBANY

8485 1

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 20, 1976

In reply refer to: 1041DB.2

SUBJECT: Oregon Project M-2940(-)
Periwinkle Creek Bridge (Albany) Section
Salem Avenue
Linn County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's December 31 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

CC:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 2, Welsh)

RECEIVED
JAN 23 1976
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

JAN 23 '76
Rulien

Cy Schroeder
TAA

8485

Salem
November 21, 1975

for GEZ
Richard Unrein
Urban Engineer

Urban System Project
Programming Request

Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

CITY: Albany SECTION: Periwinkle Creek Bridge
Third Avenue, FAB 2940

PROPOSED WORK: All phases of preliminary engineering by State necessary to prepare project for contracting.

COSTS:

	Total	Federal	State	City
*Preliminary Engineering	$ 8,000	$ 6,240	$ 880	$ 880
Construction	77,000	60,060	8,470	8,470
Total	$85,000	$66,300	$9,350	$9,350

*Field--$2,000 P.S. and E.--$6,000

Approved by Transportation Commission: 10/28/75

See attached project application for additional project information.

GEZ:dp

Attachment

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☑ RE ☐ RPE ☐

Form E-30 (Rev. 8-71)

8485

Dist. 4

Albany
FAUS

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Periwinkle Creek Bridge (Albany)

Date November 17, 1975

Highway Third Avenue FAU 2940

Authorization No. 1

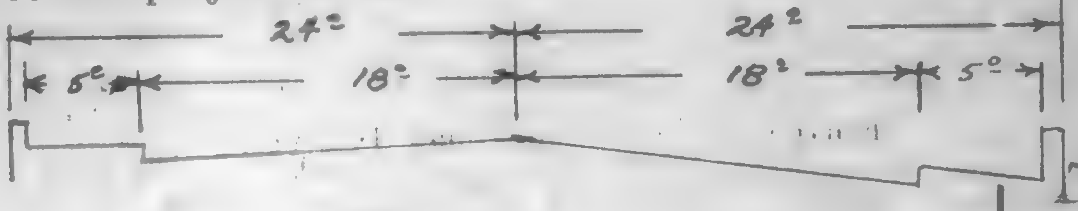
County Linn

Survey Prefix 322-1940 (Assigned by Salem office)

Description of termini, route, length, etc.:

This is a bridge replacement project. Termini are 50 feet each side of Periwinkle bridge, along Third Avenue.

Total length of the project is 166'.



Typical section
(Bridge)

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☒ UPE ☒ CE ☐ RE ☐ RPE ☐

Purpose of survey:

To prepare plans, specifications, and cost estimate for structure and approach construction.

This is a Federal Aid Urban Systems project.

Estimate of cost:

Field	901	8,500
Citizen Participation	902	200
Plans	905	500
Bridge	906	6,000
Soils	910	500
Utilities	914	100
Hydraulics	918	500
Prog. Mgt.	920	100
Specifications	921	600
~~Foundation Expl.~~	~~526~~	~~2,500~~

M-2940 (1)

Total estimated cost of survey . . . . . $ 17,500

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by: Keats Oliver

James E. Chaney
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
E. APPR. 3-3-76
FED. AID/ FAUS STATE

8245

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 21, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Federal Aid Urban System
Project Requests

Presented for your consideration at the October 28 meeting will be eight requests for approval of Urban System projects.

The City of Albany is requesting three projects. One is a $85,000 project to construct a modern structure over Periwinkle Creek on Third Avenue. The other two projects are for widening a 0.06-mile section of Queen Avenue and a 0.35-mile section of Waverly Drive at a cost of $170,000 and $200,000 respectively.

The City of Portland's request is for the development of an exclusive bus lane on S.W. Barbur Boulevard. This request requires a transfer of Urban System funds to Urban Extension funds. Local officials have approved of the transfer.

The development of a truck route totaling $177,000 is being requested by the City of St. Helens.

A $40,000 revision to the existing traffic signal at the intersection of Lancaster Drive and State Street is one of two projects being requested by Marion County. Their other request is for a $1,292,000 project to four-lane a 1.25-mile segment of Silverton Road.

The request from Multnomah County is for a $20,000 traffic signal project at the intersection of S.E. Washington Street and 96th Avenue.

Federal Urban System funds for these projects are estimated at $1,820,500 with the State providing approximately $256,750 in match funds and an equal amount being contributed by the involved local units of governments.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval of these projects and request authorization to sign project agreements for and on your behalf.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
H. S. Coulter
R. N. Bothman
L. W. Rulien
V. E. Skoog
D. N. Harwell
E. L. Hardt
C. O. Fredrickson
Jack Graham
G. L. Sund

GEZ:scr dpy

CITY OF ALBANY
Proposed Urban System Project

Periwinkle Creek Bridge (Albany) Section
Third Avenue, FAU 2940
Grading, Paving and Structure
$85,000

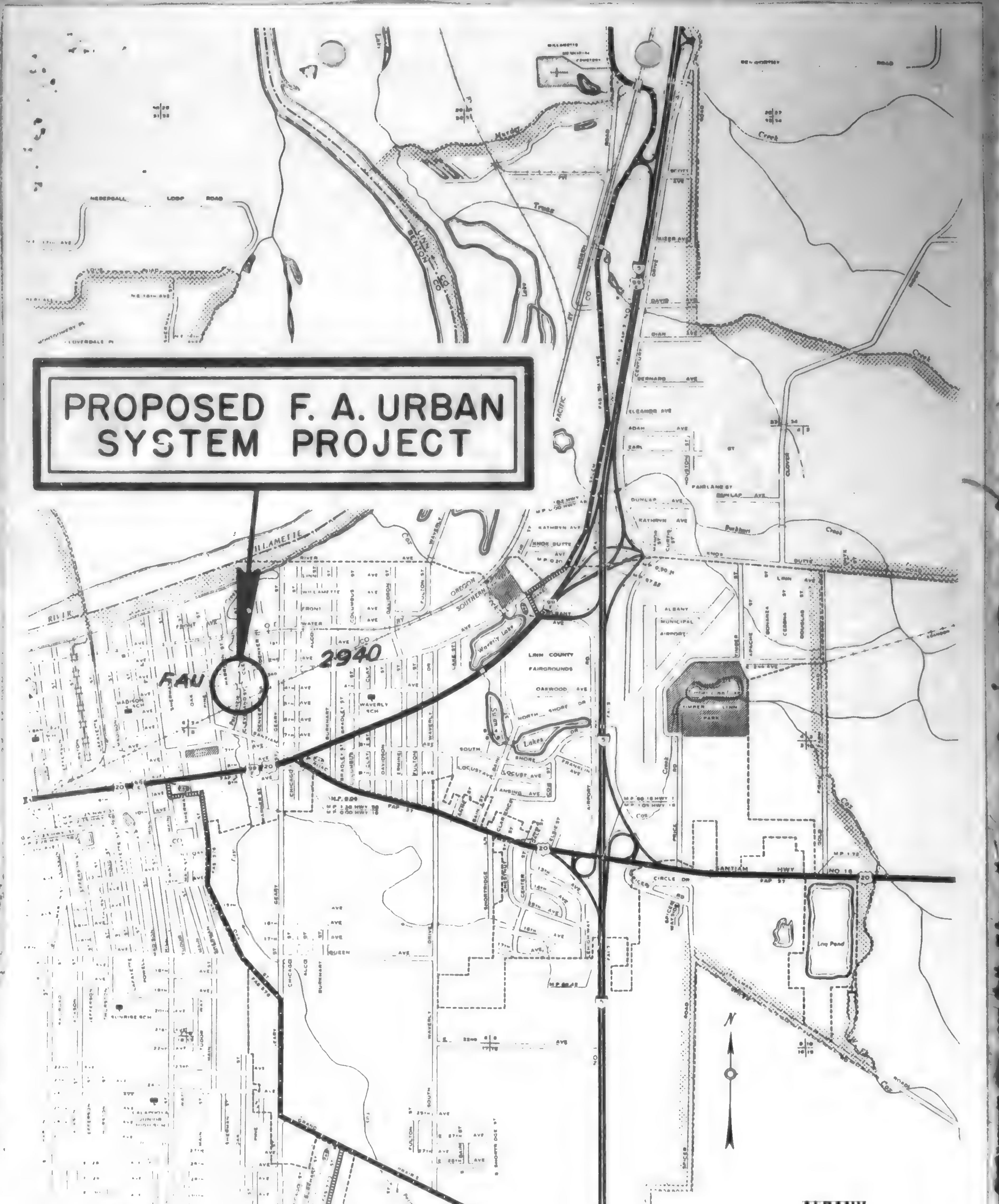
This project entails all the work and costs in removing an old narrow bridge and replacing it with a modern structure.

Perform all necessary engineering.

Provide 5-foot sidewalks.

Provide necessary approaches.

75-1
10/15/75



PROPOSED F. A. URBAN
SYSTEM PROJECT

ALBANY

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 8, 1975

Phil

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: FAUS Project Requests
City of Albany

TO: D. N. Harwell
COUNTY-CITY ENGINEER

Attached are three project requests, with assessments, from the City of Albany.

Project 1) is replacement of Periwinkle Creek Bridge on Salem Avenue. This is second priority on Albany's list. Estimated cost is $84,326.

Project 2) is widening Queen Avenue from Pacific Boulevard to Broadway. This is priority three and estimated cost is $175,584.

Project 3) is widening Waverly Drive from Santiam Highway to Pacific Boulevard. Priority is four with estimated cost of $228,150.

Roadway widths proposed for projects 2) and 3) are 48 feet. This is substandard by 7 feet. I have enclosed a copy of the City's letter which explains the proposal. Permission will have to be obtained from the FHWA for the substandard section.

Total estimated cost of the projects is $488,060. Present allocation for Albany is $285,907. With matching money this would fund $367,000 worth of work. So, it appears Albany is roughly $120,000 short of funds. I don't believe this a problem because of the "phase" method of obligating funds and the time it takes to get projects to construction.

Region Office recommends approval of the projects.

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AUG 8 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

POS/elk
Attach.

037-1461

City of Albany

June 17, 1975

Mr. Phil Stearns
Region 2 Federal Aid Engineer
Oregon State Highway Division
Oregon State Highway Building
Salem, Oregon 97310

RE: Request for Federal and Urban System Funds

Dear Mr. Stearns:

The application for funds for two projects are enclosed. They are Queen Avenue from Pacific Blvd. to Broadway Street and Waverly Drive from Santiam Highway to Pacific Blvd.

These projects do not meet the desirable standard width of 55 feet as adopted by the State, but due to the existing conditions on both projects, the Albany City Council recommended that I submit to you these applications for improvement using a width of 48 feet.

On the Waverly Drive project, the 48 foot width will not necessitate the need for additional right-of-way from the property owners near Santiam Highway who already are set too close to the existing roadway, and several large oak trees which are near the right-of-way can be saved.

On the Queen Avenue project, the 48 foot width street can be constructed in the existing right-of-way. The existing sidewalks would not have to be removed. A city sewer pump station which sits just behind the sidewalk would not have to be relocated.

The cost of both projects would be reduced considerably and from a cost ratio benefit seems desirable.

Please reveiw the applications and if any other information is needed we will gladly furnish it upon request. Enclosed are six copies of each application.

Sincerely,

Michael J Corso

Michael J. Corso
Traffic Engineer

cm
Enclosures

cc: Harold A. Leedom
Director of Public Works

po box 490 albany oregon 97321

FEDERAL AID URBAN SYSTEM
PRIORITY PROJECTS
ALBANY URBAN AREA

(1) Third & Calapooia Bridge
(2) Salem Avenue - Bridge Replacement
(3) West Queen widening - Pacific west to Calapooia
(4) Waverly - Santiam to Pacific
(5) Water Avenue Improvement - Broadalbin to Geary
(6) Santiam - Main to Pacific
(7) Salem Avenue - Main to East Limits
(8) Main widening - 5th to Water
(9) Geary - Pacific to Front
(10) 9th Realignment - Geary to Santiam
(11) North Albany Road - U. S. 20 to Tracks
(12) Springhill - U. S. 20 to Tracks
(13) Signals Downtown @ 8th
(14) Columbus - Southern Pacific to 39th
(15) Master Traffic Control System
(16) Hill Widening - 34th to Pacific
(17) Waverly - Pacific to Salem
(18) Grand Prairie - Waverly to I-5 & Bridge
(19) Broadway Improvement - Queen to 7th
(20) 7th Improvement - Broadway to Umatilla

Hold

REGION 2 ENGINEER
RECEIVED
AUG 7 1975
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ U.E ☐ GEO ☐ RSO ☐ ROC ☐ RFE

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

8-7-75

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date August 1, 1975

Applicant Agency City of Albany

Federal Aid System Route No. ____ Route Name Salem Avenue

Project Name Salem Avenue and Periwinkle Creek Bridge Replacement

Project Length ____ Project Location (Attached sketch map)

Project Description Remove existing 66' long and 25' wide concrete bridge and consturction 36' wide bridge with a 5' sidewalk on both sides across Periwinkle Creek on Salem Avenue for a total bridge width of 48'.

Average Daily Traffic 4700 Design Speed 35 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24 Travel Lanes 2 Shoulders No

Medians ____ Parking ____

Sidewalks On wooden sidewalk 3' wide on the north side

Other ____

2. Desired Roadway Cross Section: (Attach sketch)

Width 36 Travel Lanes 2 Shoulders None

Medians None Parking None

Curbed Yes Length Curb Radii None

Sidewalk/Bikeway 5' sidewalk on both sides

Other Railings both sides

FOOTNOTES: The fact that the existing structure has no fellow guards or room for shy distance makes this bridge hazardous especially during bad weather.

Description of Proposed Roadway Work Construct bridge and improve Salem Avenue with approachways to a minimum of 50 feet each direction.

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SEP 5 1975
BRIDGE SECTION

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 50' Minimum 50' Maximum 60'

2. Will Additional Right-of-Way Be Needed? ______ Explain ______

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? ______

4. Will applicant acquire right-of-way and have State review negotiations?
Yes N/A No ______

5. Should State negotiate and acquire right-of-way in behalf of applicant?
N/A

6. Should State prepare options? Yes ______ No N/A

7. Is a public hearing necessary? No
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business?
No If so, explain ______
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
If so, explain ______

III. TRAFFIC CONTROL DATA

1. Existing Signalization:
None

2. Proposed Signalization:

Location None

Type ______

Phases N/A

Type of Suspension ______

RECEIVED
SEP 5 1975
BRIDGE SECTION

Interconnected
Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? By Applicant

4. Permanent Striping:

Include in project or by applicant? By Applicant

IV. ILLUMINATION DATA

1. Present Illumination and Location:
One 7000 lumen mercury vapor light at the N.W. side of bridge.

2. Proposed Illumination:

Location Same as above.
Type

V. STRUCTURE DATA

1. Existing Structure:

Location Salem Avenue at Periwinkle Creek
Type Reinforced concrete arch bridge

Size 25' wide and 66' long
To Remain in Place? Existing structure must be removed.

2. Proposed Structure:

Location Salem Avenue at Periwinkle Creek

Is a particular type of structure and design desired? Prestressed concrete beams on concrete caps and wood piles

Approximate size of proposed structure 48' wide and 66' long

Are sidewalk/bikeways desired? Sidewalks on both sides

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BRIDGE SECTION

Are any utilities to be attached to structure? None existing but arrangements for some could be considered.

FOOTNOTES:

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

VI. RAILROAD DATA

1. Are there any railroad crossings? No Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections None

2. Applicant's Estimate of Cost for Requested Project:

Road Work	$ 6,000.00
Right-of-Way Costs (If participating)	0.00
Traffic Control	0.00
Illumination	0.00
Structures	70,000.00
Railroad	0.00
Other Sidewalks	660.00
Preliminary Engineering 10%	7,666.00
PROJECT TOTAL	$ 84,326.00

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Albany
By Bryan C. Hall -City Mgr
By

County
By
By
By

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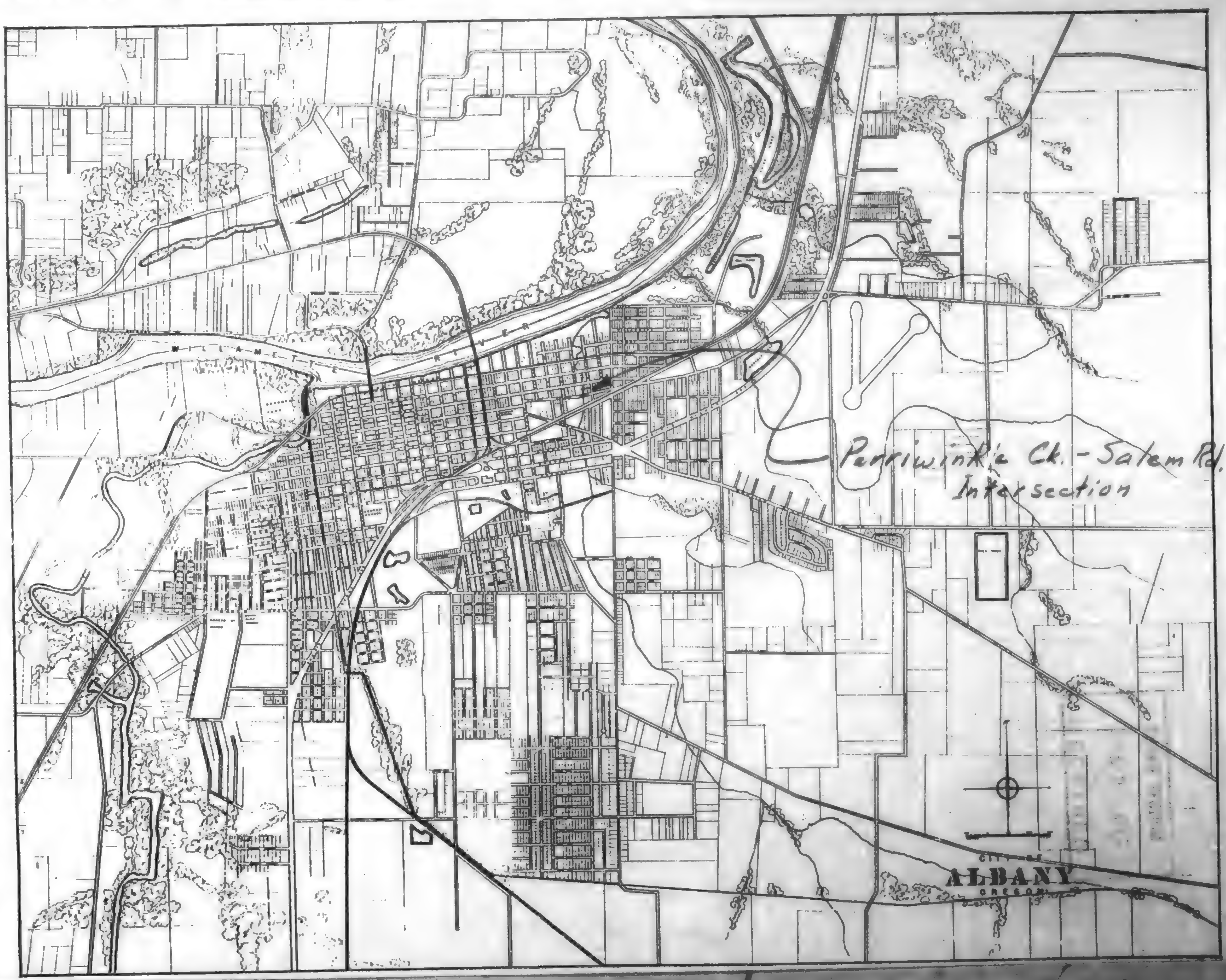
WILLAMETTE RIVER
Perriwinkle Ck.-Salem Rd.
Intersection
CITY OF
ALBANY
OREGON

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Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date August 1, 1975

A. PROJECT IDENTIFICATION

Name of Project Salem Avenue and Periwinkle Creek Bridge Replacement
(Section)

Location of Project
(Highway Name) (Highway No., US - ORE)

Albany (City) Linn (County) (Region)

Program Federal Aid Urban System (Funding) $84,326 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve the flow of traffic and the safety of the motorist. The existing structure is very narrow and has 4' high concrete walls which are hazardous to traffic.

Origin and History: This project is on the FAU priority list approved by the City Council. The existing bridge was built about 1929 and is made of concrete. Its general condition is good, but it was built too narrow to accomodate the volume of traffic using it now in a safe manner.

C. DESCRIPTION OF PROJECT

Length 66 feet

Termini Construct bridge and street and sidewalk section across Periwinkle Creek and asphalt approach ways 50' each way either side.

Alignment ☐ New ☒ Existing ☐ Combined

(Form (1) 9-74)

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Description of Project (cont.)

Right-of-Way (acreage and type of land use) 50' R/W

Adjacent property is zoned light industrial.

Typical Section 36-foot street with 5' sidewalks on each side.

Structures 48' wide by 66' long prestressed concrete beams on concrete caps and wood piles. The 48' width includes an area for sidewalk construction.

Characteristics (ADT) 4200

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

N/A

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ________ Tentative Date(s) ________

A-95 Review: ☐ Not Required ☒ Required

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F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

Periwinkle is a vital drainage creek which flows thoughout Albany.

Salem Avenue is the old State Highway which is still used extensively as a collector street for businesses which now exist along it.

The road is an oil mat with little drainage. Improvement is necessary when money is available.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The land is zoned as light industrial, but there are existing commercial, residential businesses as well.

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G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

No right-of-way required.

Consequences:

2. Estimated Changes in Traffic Patterns:

None, but will improve the safety of the motorist now using the road.

Consequences:

3. Estimated Changes in Land Use:

None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

Short term effect during construction can be expected.

Consequences:
Construction activities can be expected to increase noise levels, some still can be expected during channel cleaning and traffic will have to be detoured for the construction period, estimated to be approximately 60 days.

5. Expected Adverse Effects on Cultural and Scenic Resources:

None

Consequences:

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6. Preliminary Identification of Area's of Critical Environmental Concern:

None .

7. Potential for Controversial Issues:

One property owner has landscaped city right-of-way for years. He could possibly lose some shrubs and grass.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

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I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☒ Other Assessment

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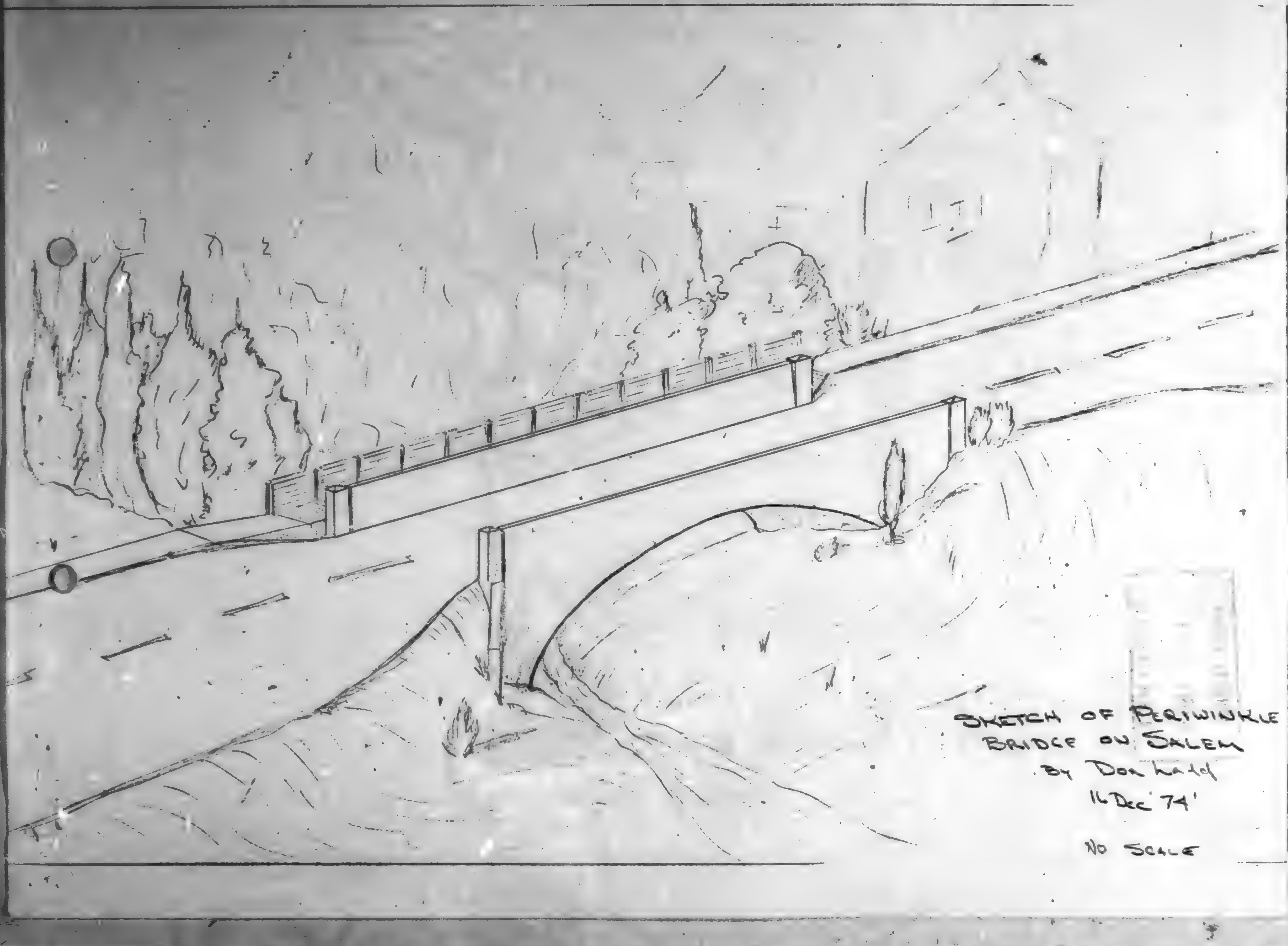
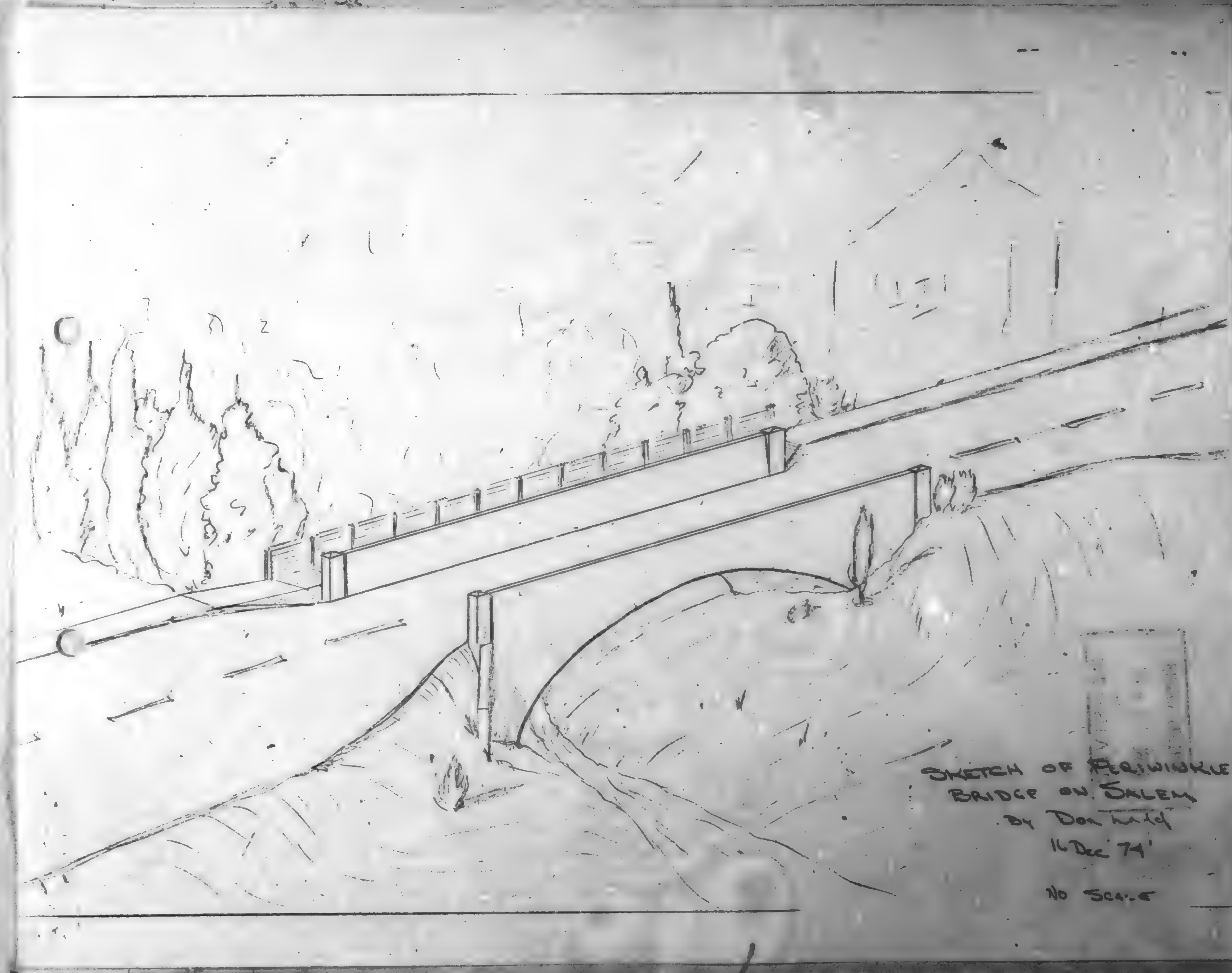
BRIDGE SECTION



SKETCH OF PERIWINKLE
BRIDGE ON SALEM
BY DON LADD
16 DEC 74'

NO SCALE



SKETCH OF PERIWINKLE
BRIDGE ON SALEM
BY Don Ladd
16 Dec 74'

NO SCALE

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BRIDGE SECTION

8486 Silver Creek Falls Intchg.- 1977
Aumsville-Sublimity Rd. Sec.
(Paving)

1471

cc: State (H. S. Coulter)
Washington, D. C. ([illegible]-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

FINAL ACCEPTANCE REPORT

10-3-78

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 10-3-78	REPORT MADE BY Vincent Tabor, Asst. Area Engineer		PROJECT NO. F-47(1)
COMPLETION DATE 7-1-77	ACCEPTANCE DATE BY CONTRACT AGENCY 3-14-78	TIME ELAPSED 71 %	CONTRACT TIME 150 work days
APPROVED EXTENSIONS None	LOCATION Santiam Hwy. (SR 22) from junction with SR 214 to 5.36 miles S.E.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SILVER FALLS INTERCHANGE-AUMSVILLE/SUBLIMITY ROAD
North Santiam Highway Paving

The project provided for a variable (1" to 2") leveling course of Class "C" AC and a 1.5" overlay with Class "E" asphaltic concrete mix on the existing roadway.

Asphaltic concrete price adjustments have been calculated as per our March 1978 agreement resulting in $907.42 credited to the project on a non-participating basis.

Original overall project costs were estimated at $403,515 and final costs at $391,115 for an underrun of approximately 3 percent.

All documentation has been received and the project is considered satisfactory for final acceptance.

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STATE HWY ENGR
OCT 23 '78
REFER TO
FOR
Info Inves R/D D.R Secr. Act File

COPY SENT
OCT 20 1978
Washington

10-23
cy Keasey

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. Kappus Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE 10-16-78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8436

9

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 8-126
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-18-78

m Approved; O M B No. 04-R2089
State Oregon
County Marion
Project Number F-47-1

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 5, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 398,407.00	$ 403,670.00
Federal funds	$ 341,833.00	$ 346,634.00
Other revisions		

This modification is made for the following reasons:

Increase in construction engineering costs

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of August, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ES Hunter
Technical Services Engineer
(Title)

XBy For: H. S. Coulter
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

File

Oregon State Highway Division
Salem, Oregon August 14, 1978

Federal Aid Project
No. F-47 (1)

Silver Creek Falls Intchge-Aumsville/Sublimity Rd. Section
North Santiam Highway
Marion County

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 436+97 to Sta. 720+00)

Subtotal previous estimate of April 25, 1977	$351,020.00
Engineering	52,650.00
Total	$403,670.00

Length of Project ------ 5.360 miles
Cost of Roadway per mile -- $75,311.56

Summary of Funds

Federal Funds (85.8%)	$346,634.00
State Funds	57,036.00
Total	$403,670.00

Group 1 - 100%
Contract No. 8486
Prefix - 124-1017

8-86

STATE COPY 15

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-28	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-5-77	State OREGON County Marion Project No. F-47(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Silver Creek Falls Intchge.-Aumsville/Sublimity Road Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-2-77	5.360

OTHER *(Specify)*

FUNDS Pro Rata 85.80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 398,407.00	$341,833.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for G. L. Green
Division Administrator

Date executed by Division Administrator MAY 5 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Hacek

Oregon State Highway Division
Salem, Oregon April 25, 1977

Federal Aid Project
No. F-47(1)

SILVER CREEK FALLS INTCHGE.-AUMSVILLE/SUBLIMITY ROAD SEC.
NORTH SANTIAM HIGHWAY
MARION COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 436+97 to Sta. 720+00)

Mobilization	All Required		$ 22,500.00
Temporary Protection & Direction of Traffic	All Required		2,500.00
Temporary Signs	454 sq.ft.	5.00	2,270.00
Temporary Barricades	8 only	100.00	800.00
Flagmen	350 hr.	20.00	7,000.00
Pilot Car	160 hr.	1.00	160.00
General Excavation	125 cu.yd.	10.00	1,250.00
Finishing Shoulder Slopes	5 miles	700.00	3,500.00
Aggregate Shoulders	40 ton	8.00	320.00
Class "C" Asphalt Concrete Mixture in Leveling and Base Course	8,500 ton	8.30	70,550.00
Class "E" Asphalt Concrete Mixture	12,800 ton	8.30	106,240.00
Asphalt Cement in Mixture	1,450 ton	72.00	104,400.00
Portland Cement or Lime Additive in Class "E" Mixture	128 ton	60.00	7,680.00
Asphalt in Tack Coat	36 ton	150.00	5,400.00
Extra for Asphalt Approaches	9 only	150.00	1,350.00
Asphalt-Rubber Chip Seal	1,300 sq.yd.	10.00	13,000.00
			$348,920.00

Anticipated Items

Railroad Protective Cost	All Required	$ 500.00
Permanent Pavement Striping (S.F.)	All Required	1,600.00
		$ 2,100.00
	Subtotal	$351,020.00
	Engineering	47,387.00
	TOTAL	$398,407.00

Length of Project-------------------- 5.360 miles
Cost of Roadway Per Mile-------------- $74,329.66

Work Retained in Program Status
(not included in totals below)

Relocate Existing Signs (S.F.)	All Required	$ 2,000.00
Replace Delineators	All Required	2,000.00
Remove Traffic Markers	All Required	500.00

Federal Funds (85.80%)	$341,833.00
State Funds	56,574.00
TOTAL	$398,407.00

Group 1 - 100%
Contract No.: 8486
Prefix: 124-1017

8486

ROY L. HOUCK CONSTRUCTION COMPANY
HEAVY CONSTRUCTION
AN EQUAL OPPORTUNITY EMPLOYER
2705 Lancaster Drive N.E. / Salem, Oregon 97303 / 585-5572

April 14, 1978

Oregon State Highway Division
Highway Building
Salem, Oregon

Re: #8486, Silver Creek Falls.

Gentlemen:

Enclosed is final estimate voucher for Contract #8486, Silver Creek Falls Interchange-Aumsville.

We sign this final voucher taking exception to the final engineering quantity for bid item #14, asphalt in tack coat.

Our invoices indicate that we have not been paid for all of the asphalt material as used on this project. The Resident Engineer has the documentation for the product used on this contract and we expect payment as per contract.

Yours very truly,

ROY L. HOUCK CONSTRUCTION COMPANY

Jim Lambie

JEL:jm
encl.

cc: Mr. Ken Wolfe
Resident Engineer
P. O. Box 14030
Salem, Oregon 97310

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APR 17 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Orig To: Comm Serv.
CC: Construction

RECEIVED
APR 17 1978
CONTRACT ACCOUNTING

NOTED
C. W. HEAD

8486 8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 27, 1978

FILE: CON 5 #8486

MDGlenn

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO ~~TO~~ THE FILE

SUBJECT: Silver Creek Falls-Aumsville/
Sublimity Road Section
F.A.P. No. F-47(1)
Contract No. 8486
Recomputed Price Adjustments for
Non-Spec. A.C. Mixtures

In accordance with our March 1978 agreement with FHWA, the price adjustment for non-spec Class "C" and Class "E" mixtures had been recomputed.

Bid Item	Amount P.A. No. 6	Recomputed Amount
10 - Class "C" Mix	$ 395.83	$ 808.20
11 - Class "E" Mix	878.55	2,289.03
Total	$1,274.38	3,089.23

The difference in amounts is $1,814.85. Therefore, $907.42 should be credited to the project on a non-participating basis.

MDG:fr

Att.

cc: H. S. Coulter (w/att.)
FHWA "
C.O. Fredrickson "
Bob Church "
File "

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
MAR 29 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Compute Adjustment to FHWA

(Rev. 5-73)

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Silver Creek Falls Intr-Aumsville/Sublimity Road Date September 13, 1977

Highway North Santiam Contract No. 8486

County Marion Prefix 124-1017

Contractor Roy L. Houck Construction F. A. Project No. F-47(1)

Address 2705 Lancaster Dr. N.E., ~~XXXXX~~ Salem, Oregon Price Agreement No. 6

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Deduction for Nonconformance with Special Provisions Specifications requirements for bid items No. 10 (Class "C" A.C.) and No. 11 (Class "E" A.C.).

RECEIVED
FEB 24 1978
RESIDENT ENGINEER

Locations by station numbers: Throughout Project.

Names of pay items, estimated quantities and agreed prices:

10	Class "C" Asph. Conc. Mix	47.69 tons	at	$8.30	=	$ 395.83
11	Class "E" Asph. Conc. Mix	107.14 tons	at	$8.20	=	878.55
				TOTAL	=	$1274.38

Specifications, basis of measurement and other provisions: Deductions according to Oregon State Highway Division Standard Guidelines Procedures for Determining Price Reduction of failing A.C. Mixtures.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$403,515.20
Present estimate of project cost, including $ -1274.38 for work under this order	$397,090.19
Expected under-run ~~over-run~~ (amount)	$ 6,425.01
Expected ~~under-run~~ ~~over-run~~ underrun (per cent)	1.59

Space to right of this line is for use of Salem Office

Submitted by: K.W. Wolfe Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended

Signed Roy L. Houck Const Co. Contractor

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

OK
VBerg
-9-78

79603-734

8986 SUMMARY of FAILING TESTS RESULTS for Modified "E" BIT MIX 2-75

Class (B. C E, PMBB)

Creek Falls Int. – Aumsville/Sublimity

SHIFT AVERAGE OF TESTS																	MIX USED	AGGREGATE				ASPHALT	SE, LL, PI
	1/2		1/4		#10		#200						SE. LL. PI		Asphalt			In Mix		Out Specs		Out Specs	Out Specs
	%		%		%		%		%		%				%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	Col. 10x11 / 100	Col. 8x13
Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons	Tons	Tons
1		2		3		4		5		6		7		8	9	10	11	12	13	14	15	16	17
			47	-7											6.1 ~~5.6~~	~	1019.19	95.0 ~~94.7~~	968.12 ~~[illegible]~~	7	~~[illegible]~~	~	
			49	-5											6.1 ~~5.6~~	~	112.83	95.4 ~~94.7~~	[illegible]	5	[illegible]	5.58	
			50	-4											6.1 ~~5.6~~	~	922.20	95.4 ~~94.7~~	[illegible] ~~879.56~~	4	~~37.[illegible]~~	34.64	
															TOTALS		2059.18				107.14 ~~107.71~~ ~~[illegible]~~	~	

ALCULATION TO DETERMINE WHETHER
PRICE REDUCTION IS IN ORDER

OTAL MIX USED = 12,399.79 Tons

aximum Allowable Failing Tonnage That Can be
SED without Penalty = 0.15 × 12,399.79 = 1,859.97 Tons.

DOES ~~NOT~~ EXCEED ALLOWABLE —
Therefore a price reduction is ~~not~~ in order

CALCULATION of REDUCTION

Aggr. out of Spec's × B.O Price of Mix
~~107.71 × $8.20 = $883.22~~
107.14 × $8.20 = $878.55 /R.C.

py plus other substantiating data with price agreement.

Contract No. 8986 SUMMARY of FAILING TESTS RESULTS for Modified "E" BIT MIX

Class (B, C, E, PMBB)

Section Silver Creek Falls Int. ~ Aumsville/Sublimity

Sieve Size			½		¼		#10		#200						SE. LL. PI		Asphalt		MIX USED	AGGREGATE			
																				In Mix		Out Specs	
Date	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	Ave	Out Specs	% Ave	% Out Specs		100-Col 9 %	Col. 11x12 / 100 Tons	Sum of Col. 1-7 %	Col. 13x14 / 100 Tons
		1		2		3		4		5		6		7		8	9	10	11	12	13	14	15
[illegible]-1977					47	-7											6.1 ~~5.6~~	~	1019.14 ~~[illegible]~~	95.0 ~~93.7~~	956.5 ~~961.12~~ ~~[illegible]~~	7	~~[illegible]~~ ~~[illegible]~~
					49	-5											6.1 ~~5.6~~	~	118.85 ~~[illegible]~~	93.4 ~~94.7~~	~~[illegible]~~ ~~[illegible]~~	5	[illegible] ~~[illegible]~~
5-13-77					50	-4✓											6.1 ~~5.6~~	~	922.20	93.9 ~~94.1~~	865.43 ~~878.56~~	4	~~37.[illegible]~~
																		TOTALS	2059.18				107.14 ~~107.71~~ ~~[illegible]~~

CALCULATION TO DETERMINE WHETHER A PRICE REDUCTION IS IN ORDER

TOTAL MIX USED = 12,399.79 Tons

Maximum Allowable Failing Tonnage That Can be USED without Penalty = 0.15 x 12,399.79 = 1859.97 Tons.

DOES ~~NOT~~ EXCEED ALLOWABLE —

Therefore a price reduction is ~~not~~ in order

CALCULATION OF RADUC

~~[illegible]~~

Aggr. out of Spec's x B.O. Price of MIX

~~107.71 x $ 2.20 = $~~

107.14 x $ 2.20 = $

Submit original copy plus other substantiating data with price agreement.

986 SUMMARY of FAILING TESTS RESULTS for "C" Leveling BIT MIX 2-1

Class (B, C, E, PMBB)

eek Falls Int. ~ Aumsville/Sublimity Rd.

SHIFT AVERAGE OF TESTS																	MIX USED	AGGREGATE				ASPHALT	SE, LL, PI
	1/2		1/4		#10		#200						SE. LL. PI		Asphalt			In Mix		Out Specs		Out Specs	Out Specs
	%		%		%		%		%		%				%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	Col. 10x11 / 100	Col. 8x13
Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons	Tons	Tons
1		2		3		4		5		6		7		8	9	10	11	12	13	14	15	16	17
			64	+4	38	+7	7.5	+0.5							5.6	~	56.76	94.4	53.58	8.5	4.55		
			61	+1	36	+2									6.0	~	1136.82	94.0	1068.61	3	32.06		
							7.2	+0.2							5.5	~	1034.765	94.5	977.85	0.2	1.96		
			50	-2											5.5	~	363.17	94.5	343.20	2	6.86		
							7.3	+0.3							5.6	~	798.62	94.4	752.90	0.3	2.26		
																TOTALS	3390.135				47.69		

ALCULATION TO DETERMINE WHETHER PRICE REDUCTION IS IN ORDER

TAL MIX USED = 8865.465 Tons

Maximum Allowable Failing Tonnage That Can Be sed Without penalty = 0.15X 8865.465 = 1329.82

EXCEEDS ALLOWABLE

Therefore a price reduction is in order

CALCULATION OF REDUCTION

Aggr. out of Spec's x Bid Price of Mix

47.69X $8.30 = $395.83

opy plus other substantiating data with pric[illegible] [illegible]ment

Contract No. 8486 SUMMARY of FAILING TESTS RESULTS for "C" Leveling BIT MIX

Class (B, C, E, PMBB)

Section Silver Creek Falls Int. ~ Aumsville/Sublimity Rd.

	SHIFT AVERAGE OF TESTS																		MIX USED	AGGREGATE			
Sieve Size			1/2		1/4		#10		#200						SE. LL. PI		Asphalt			In Mix		Out Specs	
Date	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	Ave	Out Specs	% Ave	% Out Specs		100-Col 9 %	Col. 11x12 / 100 Tons	Sum of Col. 1-7 %	Col. 13x14 / 100 Tons
		1		2		3		4		5		6		7		8	9	10	11	12	13	14	15
5-25-77					64	+9	38	+7	7.5	+0.5							5.6	~	56.76	94.4	53.58	8.5	4.55
29.77					61	+1	36	+2									6.0	~	1136.82	94.0	1068.61	3	32.06
5.25.77									7.2	+0.2							5.5	~	1034.765	94.5	977.85	0.2	1.96
					50	-2											5.5	~	363.17	94.5	343.20	2	6.86
6.3.77									7.3	+0.3							5.6	~	798.62	94.4	752.90	0.3	2.26
																		TOTALS	3390.135				47.69

CALCULATION TO DETERMINE WHETHER
A PRICE REDUCTION IS IN ORDER

TOTAL MIX USED = 8865.465 Tons

Maximum Allowable Failing Tonnage That Can Be used without penalty = 0.15X 8865.465 = 1329.82

EXCEEDS ALLOWABLE

Therefore a price reduction is in order

CALCULATION OF REDUCTI

Aggr. out of Spec's × Bid Price of Mix
47.69X "8.30 = $ 395.8

Submit original copy plus other substantiating data with pri... ...nent

86

SUMMARY of FAILING TESTS RESULTS for Mod. E BIT MIX

Class (B. C. E. PMBB)

Cr. Falls – Aumsville/Sublimity Rd

Recomputed for FHWA 3/23/78

SHIFT AVERAGE OF TESTS																MIX USED	AGGREGATE				ASPHALT	SE. LL. PI
		1/2"		1/4"		#10		#40		#200		SE. LL. PI		Asphalt			In Mix		Out Specs		Out Spec	Out Spec
%		%		%		%		%		%				%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	Col. 10x11 / 100	Col. 5x13
Ave	Out Spec	Ave	Out Spec	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Spec	Ave	Out Spec		%	Tons	%	Tons	Tons	Tons
	2		3		4		5		6		7		8	9	10	11	12	13	14	15	16	17
						27	12							6.1	—	986.60	93.9	926.42	12	111.17		
						17	2							6.1	—	918.78	93.9	862.73	2	17.25		
				50	4									6.4	—	1061.37	93.6	993.44	4	39.74		
				53	1									6.2	—	410.96	93.8	385.48	1	3.85		
				47	7									6.1	—	1018.14	93.9	956.03	7	66.92		
				49	5									6.1	—	118.84	93.9	111.59	5	5.58		
				50	4									6.1	—	922.20	93.9	865.95	4	34.64		
																279.15 × $8.20 = $2289.03						
																$2289.03 – $878.55 = $1410.48 ÷ 2 = $705.24						
														TOTALS						279.15		

plus other substantiating data with price agreement

Contract No. 8486 SUMMARY of FAILING TESTS RESULTS for Mod. E BIT MIX
Class (B, C, E, PMBB)

Section 1 Silver Cr. Falls - Aumsville/Sublimity Rd

Recomputed for FHWA

	SHIFT AVERAGE OF TESTS																		MIX USED	AGGREGATE			
Sieve Size					1/2"		1/4"		#10		#40		#200		SE. LL. PI		Asphalt			In Mix		Out Specs	
	%		%		%		%		%		%		%				%			100-Col 9	Col. 11x12/100	Sum of Col. 1-7	Col. 13x14/100
Date	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons
		1		2		3		4		5		6		7		8	9	10	11	12	13	14	15
6/6/77	#1								27	12							6.1	—	986.60	93.9	926.42	12	111.17
"	#2								17	2							6.1	—	918.78	93.9	862.73	2	17.25
6/7/77	#4						50	4									6.4	—	1061.37	93.6	993.44	4	39.74
6/8/77	#7						53	1									6.2	—	410.96	93.8	385.48	1	3.85
6/10/77	#11						47	7									6.1	—	1018.14	93.9	956.03	7	66.92
"	#12						49	5									6.1	—	118.84	93.9	111.59	5	5.58
6/13/77	#13						50	4									6.1	—	922.20	93.9	865.95	4	34.64
																			279.15 ×	$8.20 =		$2289.03	
																			$2289.03	− $878.55 =		$1410.48 ÷ 2	
																	TOTALS						279.15

inal copy plus other substantiating data with price agreement

86

SUMMARY of FAILING TESTS RESULTS for 'C' BIT MIX
Class (B. C. E. PMBB)

Cr. Falls - Aumsville/Sublimity Rd

Recomputed for FHWA 3/23/78 Aat

SHIFT AVERAGE OF TESTS																MIX USED	AGGREGATE				ASPHALT	SE. LL. PI
3/4"		1/2"		1/4"		#10		#40		#200		SE. LL. PI		Asphalt			In Mix		Out Specs		Out Specs	Out Spec
%		%		%		%		%		%				%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	Col. 10x11 / 100	Col. 8x13
Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons	Tons	Tons
	2		3		4		5		6		7		8	9	10	11	12	13	14	15	16	17
						36	2							Test Str. 7.0	0.9	202.22	93.0	188.06	2	3.76		
				52	4									5.8	--	76.57	94.2	72.13	4	2.89		
						38	4			7.5	0.5			5.5	—	56.76	94.5	53.64	4.5	2.41		
				53	3									6.0	—	766.53	94.0	720.54	3	21.62		
						36	2							6.0	—	1136.82	94.0	1068.61	2	21.37		
										7.2	0.2			5.5	—	1034.76	94.5	977.85	0.2	1.96		
				50	6									5.5	—	363.17	94.5	343.20	6	20.59		
				54	2									6.0	—	200.00	94.0	188.00	2	3.76		
				52	4									5.6	—	418.18	94.4	394.76	4	15.79		
										7.3	0.3			5.6	—	798.62	94.4	753.90	0.3	2.26		
TOTALS																				96.41		

96.41 × $8.30 = $800.20

$800.20 - 395.83 = 404.37 ÷ 2 = $202.19

plus other substantiating data with price agreement

Contract No. 8486 SUMMARY of FAILING TESTS RESULTS for 'C' BIT MIX
Class (B. C. E. PMdB)

Section Silver Cr. Falls - Aumsville/Sublimity Rd

Recomputed for FHWA 8/

Sieve Size			3/4"		1/2"		1/4"		#10		#40		#200		SE. LL. PI		Asphalt		MIX USED	AGGREGATE			
	%		%		%		%		%		%		%				%			In Mix		Out Specs	
Date	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100
																				%	Tons	%	Tons
		1		2		3		4		5		6		7		8	9	10	11	12	13	14	15
5/19/77	#1								36	2							Tank Stick 7.0	0.9	202.22	93.0	188.06	2	3.76
5/20/77	#2						52	4									5.8	—	76.57	94.2	72.13	4	2.89
5/22/77	#3								38	4			7.5	0.5			5.5	—	56.76	94.5	53.64	4.5	2.41
5/24/77	#5						53	3									6.0	—	766.53	94.0	720.54	3	21.62
"	#6								36	2							6.0	—	1136.82	94.0	1068.61	2	21.37
5/25/77	#8												7.2	0.2			5.5	—	1034.76	94.5	977.85	0.2	1.96
"	#10						50	6									5.5	—	363.17	94.5	343.20	6	20.59
5/26/77	#11						54	2									6.0	—	200.00	94.0	188.00	2	3.76
6/3/77	#15						52	4									5.6	—	418.18	94.4	394.76	4	15.79
"	#16												7.3	0.3			5.6	—	798.62	94.4	753.90	0.3	2.26
																			96.41 × $8.30		= $800.20		
																			$800.20 - 395.83		= 404.37		÷ 2
																	TOTALS						96.41

inal copy plus other substantiating data with price agreement

8486

9

March 20, 1978

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Gentlemen:

On March 16, 1978, we wrote to you concerning release of final payment on Contract No. 8486 awarded to Roy L. Houck Construction Co. for paving on the Silver Creek Falls Interchange-Aumsville-Sublimity Road Section of the North Santiam Highway in Marion County.

The total contract amount is $360,787.58 including $907.43 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Roy L. Houck Construction Co.
2705 Lancaster Dr. N.E.
Salem, OR 97303

Updegraff-Gardner Insurance, Inc.
776 Commercial S.E.
Salem, OR 97302

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8486 8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 1, 1977

FILE: CON 5 #8486

FROM: C. T. Keasey
Construction Engineer

TO: James E. Chidsey
Railroad & Utilities Engineer

SUBJECT: Relations with S.P.R.T. Company
Silver Cr. Falls Inter.-Aumsville/
Sublimity Rd. Section
North Santiam Highway
Contract No. 8486

Reference is made to your letter of June 24, 1977, concerning an incident which occurred in early June in the process of paving in the vicinity of the railroad crossing on the subject project.

Reports from the Project Inspector, the Resident Engineer and the Region Construction Engineer are attached for your information.

It appears that Mr. Ferguson was either not fully informed of the facts of the incident by his own people or chose to ignore any fault by them in his letter to you of June 21, 1977.

As for our own people, they are not without fault in that the letter of the specifications was not followed exactly. I believe, however, that the intent of the specifications was being followed.

CTK:fr

Att.

cc: H. S. Coulter
Bob Royer

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
SEP 1 '77
REFER TO
FOR
O/R Sign Act File

8486. 9

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SILVER CR. FALLS INTER.-AUMSVILLE/SUBLIMITY RD.

WEEK ENDING: July 9,1977

SECTION PREFIX: 124-1017

HIGHWAY: North Santiam

COUNTY: Marion

NAME OF JOB: Silver Cr. Falls Inter.-Aumsville/Sublimity Rd.

KIND OF WORK: Paving

CONTRACTOR: Roy L. Houck Const.

CONTRACT NUMBER: 8486

FEDERAL AID PROJECT NUMBER: F-47(1)

DATE OF CONTRACT: February 28,1977

DATE WORK STARTED: May 10,1977

ESTIMATED COMPLETION DATE: [illegible]

AVERAGE FORCE ON PROJECT FOR THE WEEK.

MEN: SUPERVISION:

SPECIFIED WORK DAYS: 150

WORK DAYS USED: 106

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 71

PROJECT AUTHORIZATION: $ 403515.20

EXCLUSIVE OF ENGINEERING: $ 371518.40

ENGINEERING AUTHORIZATION: $ 31,996.80

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 372000.00

ENGINEERING COST TO DATE: $ 23,400.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%

PERCENT OF AUTHORIZATION: 73 %

DATE PROJECT WAS COMPLETED: July 1,1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					5.36
MILES PARTIALLY COMPLETED					
MILES COMPLETED					5.36
TOTAL ESTIMATED QUANTITIES (CONTRACT)					21,300 T
TOTAL QUANTITIES CORRECTED TO DATE					21,264
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					21,264
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

JULY		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	3	Showers	-		
MONDAY	4	"	-		
TUESDAY	5	Cloudy	-		
WEDNESDAY	6	Fair	-		
THURSDAY	7	"	-		124
FRIDAY	8	"	-		
SATURDAY	9	?	-		

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
~~Glenn~~
Berg

RECEIVED
JUL 12 1977
CONSTRUCTION
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final inspection was held by Robert Moyer in company with Paul Riedl, Bryant Jackmond, Rick Kuehn and K.D. Wolfe on 7/5/77.

THIS IS THE FINAL REPORT

SIGNED K. D. Wolfe LOCATION Salem
K.D. Wolfe

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

FORM E-30 #8486

8

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE June 30, 1977

TO REGION ENGINEERS

H S Coulter

FROM H. S. Coulter
State Highway Engineer

SUBJECT Railroad Protection

I just read a memo to Carroll Keasey from Jim Chidsey, dated June 24, regarding the lack of cooperation between the contractor and the railroad.

This failure to comply with the specifications and provide the railroad with adequate notice, or working on the railroad right-of-way without providing them adequate notice is something that cannot be permitted.

Please take appropriate steps.

HSC:1a

cc E. S. Hunter
J. L. Sollis
C. T. Keasey
J. B. Boyd
J. E. Chidsey

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 24, 1977

Salem, Oregon

RECEIVED
STATE HWY. ENGR.
JUN 29 '77
REFER TO
FOR
Info Inve R.D. D.R. Sign Att File

FROM: J.E. Chidsey
Railroad & Utility Engineer

TO: C.T. Keasey
Construction Engineer

SUBJECT: Railroad Protection
Silver Creek Falls Interchange
Aumsville/Sublimity Road Sec.
North Santiam Highway
Marion County

Attached is a copy of a letter I received from Southern Pacific Transportation Company reviewing the lack of cooperation between our contractor, Roy L. Houck, and the resident engineer on the subject project given to Southern Pacific Transportation Company and adequately advising them of the contractor's activities within the track area on the subject project. There was obviously no attempt made by our contractor to abide by the wording of the specifications requiring written notice being given to the engineer at least 3 working days prior to commencing any work on or over railroad tracks and property. Also, the request phoned in to SP's office requesting inspector within the next half hour when the SP's office is in Portland and the project is east of Salem is completely assinine. The work proceeding within the track area without an engineer inspector there was also inviting disaster, since it would be possible for a train to wipe out a roller or a dump truck, et cetera.

It is the purpose of my office to maintain good liaison between the Highway Division and the railroads. The major railroads operating within the state have in the past been very cooperative on our projects and have overlooked minor breaches of agreement betwen the railroad and the Highway Division. In general, they have been very willing to cooperate in supply of railroad inspectors, et cetera. Actions such as outlined in Mr. Ferguson's letter will result in railroads placing more stringent restrictions upon working on their rights of way along with much more Intense inspector monitoring of the projects, with the resultant increase in railroad protective costs. If this were to happen, it would be of no advantage to the Highway Division or to the railroads and certainly not to our contractors and would accomplish nothing but adding unnecessary costs to the project.

It is requested that this matter be brought to the attention of all Regional Construction Engineers and all Resident Engineers within the state who may now, or in the future, have projects on, over, under or adjacent to railroad rights of way. Cooperation and adequate notice to the railroad is essential to maintain a good working relationship with the railroads. Some Resident Engineers complain that the railroads are unreasonable and hard to get along with. Actions such as covered in Mr. Ferguson's letter are the reasons that the railroads can be capricious, arbitrary and hard to get along with. In my years working in my current position, I have found the railroads in general to be very cooperative when an effort is made to work with them or provide them with adequate information in advance of needed cooperation, services, etc.

JEC:jw
cc: H.S. Coulter w/cc SPTC letter
E.S. Hunter " " "
J.L. Sollis " " "
J.B. Boyd " " "
E.L. Hardt w/cc SPTC letter
John Sheldrake w/cc SPTC letter
Alfred Shirley " " "
C.M. Williams " " "
W.E. Schwartz " " "

Attach.

Southern Pacific
Transportation Company

Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

J. E. NEAL
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
E. A. HOWDEN
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO

June 21, 1977

911466/315

RECEIVED
JUN 23 1977
RR & UTILITY UNIT

Mr. J. E. Chidsey, P. E.
Railroad Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Chidsey:

Referring to previous correspondence concerning Silver Creek Falls Interchange, Aumsville/Sublimity Road section North Santiam Highway.

The recent construction conference for your project was attended by both R. L. Johnston and W. J. Harding of this office. It was brought up at that time that we wish to be notified at least three days in advance of the contractors working on or near our track so that we could adequately protect the contractor and assure safe operation of our trains. On Page 9 of the special provisions for this project, Third paragraph, it may be noted that "the contractor shall give written notice to the engineer at least three working days prior to commencing with any work on or over railroad tracks and property, in order that the railroad will have time to assemble the necessary inspector and flagging personnel." We have not required written notice; feeling that notification by phone three working days in advance was sufficient to line up our personnel.

However, on Friday, June 3rd, someone from the contractor's office called about noon requesting an inspector or flagman for 6:30AM on Monday, June 6th. This is certainly not three working days as required and does not provide this office with time to readjust our personnel in order to have a man available for Monday morning. In this case, however, with some fast juggling we were able to provide a man. On Monday, our man talked to Mr. Houk himself lining up the remaining work and it was agreed that he would be needed the next day, June 7th, at noon. He was used only one hour on straight time on June 6th and three hours overtime. Our Engineer-Inspector left for Aumsville the morning of June 7th, approximately 9:00AM and Mr. Johnston received a call from Mr. Houk's office at 9:15AM requesting an inspector in the next half hour. Mr. Houk's office girl was informed that the agreed upon time was at noon for that day's work around the track and was told to inform her people to keep their operation out of way until that time. The Engineer-Inspector arrived between 10:30AM and 11:00AM to find the work proceeding within the track area. The remainder of the week, June 8th, 9th and 10th appears to have proceeded without any problems and the work around the track completed.

This tends to point out the problem of lack of coordination and communication between contractors and the Oregon State Highway Division personnel when dealing with the Southern Pacific. We do not wish to regress to the point of asking for written notice three days in advance of contractors working on our right-of-way nor do we wish to place an inspector on a job full time when he is not needed for both our protection and theirs; but the above seems to point out the need for doing both. This has been discussed previously by letter and in the conference attended by A. G. C., your people and representatives of the railroad.

Please review with your people and advise what steps can be taken to remedy this situation.

Respectfully yours,

J. W. Ferguson

NOTED
J. E. CHIDSEY

9486

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

February 3, 1977
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Statewide Assessment
Overlay and Restriping
Silver Creek Falls Interch.
Aumsville/Sublimity Rd. Sec.
N. Santiam, Marion County

The project is located on the Santiam Hwy, Route 22 (No. 162) approximately 6 miles east of Salem between M.P. 6.48 and 8.93. The project consists of an overlay, regrading of shoulders to match the overlay and restriping of the pavement with the existing stripe and channelization pattern. The purpose is to replace the badly worn existing surface. No new right-of-way is required and no new ground will be disturbed within the existing right-of-way.

It has been determined that this project is of a type for which the Statewide Assessment for Safety Projects is applicable. The Statewide Assessment classifies this project as Non-Major.

GAP:DK:ss

cc: E. S. Hunter
C. O. Fredrickson
Eddie Welsh

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
FEB 3 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8446

1

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

2-2-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F 47(1)

STATE PROJECT NO.: See Below

COUNTY NAME: Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70110

TO:

Mr. H. Scott Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 28 '77
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Att	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
2-2-77	2-2-77	Primary 47	Secondary 162

GENERAL LOCATION:

"Silver Creek Falls Interchange - Aumsville/Sublimity Road.

GENERAL DESCRIPTION OF WORK:

Paving Code 6201 Miles 5.360

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

Railroad Protective Services $500
Permanent Pavement
Striping (S.F.) $1,600

☐ ACQUISITION OF RIGHT OF WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 1-10-77 I concur that the subject project is a nonmajor action as set forth in FHPM 7-7-2.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 1-31-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $525,540 - Federal funds $450,913.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-2-77	G. K. Hossner	Dist. Engr. for Division Admin.

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Fred B Klaboe ASSISTANT DIRECTOR FOR OPERATIONS DISTRICT ENGINEER

8416

PRO 6-2

January 10, 1977

G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

L. W. Rulien
Program Management Engineer

Project Data Submission
Item No. 70110
Project No. F-47(1)
Silver Cr. Falls Int.-Aumsville/Sublimity Rd. Sec.
Marion County

Attached is data for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on February 24, 1977.

This is the first authorization request because the PE phase of work shown on the annual program is being done with state funds.

We request your concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

JLG:ljt
Attachments

cc: John Sheldrake, Reg. 2

O.

FORM PR-1
(REV. 4-61)

January 10, 1977

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 22, Jct SR 214, SE 5.36 mi.		7,800	15,600	97	10	Oregon	41	010	70110

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
pe Pavement								F-	47	(1)		

L FUNDS Consolidated Primary

COUNTY NAME Marion — CODE 047

REA ---

ROUTEP NO.	FEDERAL-AID	STATE	U.S.
	47*	162	---

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) 6201		"Silver Cr. Falls Int.- Aumsville/Sublimity Rd. Section"	5.36	332,000	284,800	47,200		ROW-180' min.; Access Control-part.; Parking Restrictions- None.
ED BY JLG		PROJECT TOTALS	5.36	332,000	284,800	47,200		

AM APPROVAL DATES 10-4-76

REMARKS

*Old FAS 121: Project No. 220.

-over-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

January 10, 1977

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STA COD
		SR 22, Jct SR 214, SE 5.36 mi.		7,800	15,600	97	10	Oregon	

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ.
	High-Type Pavement								F-	47	

CARD 4	CLASS OF FEDERAL FUNDS	Consolidated Primary	COUNTY NAME	Marion	CODE	047
	NAME OF URBAN AREA 17-31	---	ROUTE NO.	FEDERAL-AID 47*	STATE 162	U.S. ---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) 6201		"Silver Cr. Falls Int.-Aumsville/Sublimity Rd. Section"	5.36	332,000	284,800	47,200	

CARD 1	CODE 1	PREPARED BY	JLG	PROJECT TOTALS	5.36	332,000	284,800	47,200
1	14	PROGRAM APPROVAL DATES	10-4-76		(16)	(23) (24)	(23)	

1

REMARKS

*Old FAS 121: Project No. 220.

ROW-
Acces
Park
Nor

SILVER CR. FALLS INTCHGE.-AUMSVILLE/SUBLIMITY RD. SECTION

PROJECT NO. F-47(1)

Existing Facility:

Roadway---Two 12' lanes high-type pavement with 10' shoulders and left-turn refuges at two major road intersections (MP 8.93 & MP 11.53).

Structures---(1) O'xing Hwy. No. 163; Br. No. 8471; Hwy. over hwy.; RCDG; L 141; HC 30'; H-20 loading.

(2) Beaver Cr.; Br. No. 8076; Hwy. over waterway; RDCG; L 127'; HC 54'4"; H-20 loading.

Railroad---Southern Pacific Transportation Co.; X'ing No. CC-713.00; One tract; 2 trains a day; No high speed; Flashing lights with gongs for protection.

Adjacent Sections: Two 12' lanes high-type pavement with 10' shoulders.

Project Data: The work consists of resurfacing the existing facility with a high-type pavement overlay and incidental work common to this type of project.

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved.

Railroads: Existing protection adequate.

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in paragraph 10e.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 3 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements: (a) Public Hearings--None required under Oregon Action Plan.

(b) Location/Design--Not a factor in the development of this project.

NOTE: (1) This project is in Congressional District No. 2.

(2) On-the-Job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

SILVER CR. FALLS INTCHGE.-AUMSVILLE/SUBLIMITY RD. SECTION

PROJECT NO. F-47(1)

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8486

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 29, 1976

FILE:

FROM: Duane O. Christensen
Final Design Engineer

Duane O. Christensen

TO: MEMO TO THE FILES

SUBJECT: Silver Creek Falls Interchange--
Aumsville/Sublimity Road
N. Santiam Highway
Marion County

NOTED
S. HUNT

This project calls for overlaying 5.1 miles of the existing highway with a 1-1/2" "E" mix. The ADT on this section varies from 9,200 at the west end to 5,400 at the east end.

As part of this project it is proposed to dig out 4" of existing pavement for a distance of 50 feet at each end of the Beaver Creek Bridge and 50 feet at one end and 100 feet at the other end of the Silver Creek Falls Interchange structure and replace with full depth A.C. The pavement structure at the ends of both of these bridges is badly broken up and must be repaired before placing the overlay.

The Bridge Section also recommends that the existing wearing surface on the two structures be removed, a 1/2" rubber chip seal be placed on the deck and the "E" mix carried over the deck. Salt content readings in the deck range from 0.17 to 0.36 lbs. This is not indicative of any structural damage at the present. The deck seal is a long range protection measure. The cost of removing the existing asphaltic concrete, placing the 1/2" chip seal and overlay the two structures with the "E" mix is approximately $14,500.00 including engineering and contingencies.

The estimated cost of the project including the above items is $540,000.00, which includes engineering and contingencies. The latest PMS run carries $515,000.00 for the project.

DOC:az
cc: E. S. Hunter
L. K. Watson

RECEIVED
STATE HWY ENGR
DEC 30 '76
REFER TO
FOR

#04186

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
December 20, 1976

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

TO: MEMO TO THE FILES

SUBJECT: Silver Creek Falls Interchange--
Aumsville/Sublimity Road Section
North Santiam Highway
Marion County

The existing surfacing on the Silver Creek Falls and Beaver Creek structures are to be stripped. A rubber chip seal, 1/2 inch thick and 1 to 1-1/2 inch Class "E" Mix will be placed on the decks. The sealing of the deck is an FHWA requirement.

The 1-1/2 inch overlay will need to be feathered down to meet the new pavement on the structures. An inspection was made at these two structure sites on December 13, 1976, with G. Wimer, Rick Keene, and Ken Archibald. The existing pavement is in poor shape, cracking and broken up. Following are estimates for various treatments at the bridge ends:

Bridge No. 8076 Beaver Creek

A.	25 foot precast end panels	$43,000
B.	50 foot by 12 inch thick quick set concrete	$19,932
C.	Remove existing pavement 50 feet by 4 inch thick and replace	$ 3,394

Bridge No. 8471 Silver Creek Falls

A.	25 foot precast end panels	$22,000
B.	50 foot by 12 inch thick quick set concrete	$10,324
C.	Remove existing pavement 50 feet by 4 inch thick and replace	$ 1,745
D.	Sheet piling at structure ends	$12,200

An overlay of 6 inches asphalt concrete will be required in the future, at which time extensive treatment will be required at the bridge ends. It is recommended that method C be used for the bridge end treatment for each structure.

LKW:az
cc: E. S. Hunter
Walt Hart
C. O. Fredrickson

RECEIVED
STATE HWY ENGR
DEC 21 '76
REFER TO
FOR
Info	Inves.	R/D	D/R	Sign	Act	File

8487 Mt. Hood Hwy. @ S.E. 182nd 1977
Ave. in Gresham
(Traffic signal install.)

C & A 5999 4-25-77
8-14-80

8487

Section Mt. Hood Highway at S.E. 182nd Ave Programming Estimate $ 79,000

Highway Mt. Hood 12-23-80 Project Length —

County Multnomah Completion Time 90 CD

Kind of Work Traffic Signal Installation Est. Comp. Date

Prefix 26-8297 Letting Date January 29, 1981 Project No. STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 43,682.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 25,150.00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	2,050	
Bikeway Signs		
Furnish Mailbox Posts		
~~Adjust Utilities~~:		
State Program Controller	350	
State Furnished Poles & Controller	18,350	
State Furnished Fire Pre-empt.	3,400	
Subtotal		$ 68,832.00
Contingencies (4-1/2%)		3,097.44
Engineering ([redacted] 10%)		6,883.20
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ 78,812.64

APPROVED

cc. Jon Rose
12-23-80

Road Design Engineer

Rev. 5/79

OREGON STATE HIGHWAY DIVISION

SUM Y--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 11-25-80

ection Mt. Hood Highway at S.E. 182nd Ave

County Multnomah

ind Of Work Traffic Signal Installation

Length

Name Butler

o	Item	Code	Unit	Quant.	Unit Cost	Tota
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	1,000–
	Temporary Signs		Sq. Ft.	102	6–	612–
	Flagmen		Hour	40	25–	1,000–
	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	38,025–
	Fire Pre-emption System, Complete		Lump Sum	All	Lump Sum	3,045–
	Total					43,682.00

Form 81-734-3189 8487

Oregon State Highway Division

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

City of Gresham
1333 N.W. Eastman
Gresham, OR 97030

Order No. 1

Date September 19, 1980

By: Bill Cameron

City Engineer
(Official Capacity)

Prefix and account number to which work is to be charged 26-8297

Description and Location of Work To Be Performed or Materials To Be Furnished:

Preliminary engineering for signal installation and intersection improvement on the Mt. Hood Highway (Powell Blvd.) at S.E. 182nd Avenue. Includes field suvey, signal design and preparation for contracting as required.

C26195

Estimate of Quantities and Cost

As required - $4000

Basis of Payment:
☐ Monthly payments
☐ Single payment on completion of work
☒ Other basis as follows: advance deposit

Amount of advance deposit (if any) $4000

Deposit received by Secretary on

Authority from Requisitionist:
☐ Agreement dated
☐ Letter to ...., date
☐ Oral request to ...., date

Department Authority:
☐ Order of State Highway Engineer
☐ Head of branch or section issuing order

Field information submitted by City of Gresham in letter dated July 1980

Expected date of completion of work or delivery of materials

Superintendent or engineer responsible for performance of work and submission of information for billing

Record of billing requests:

Number			
Date			
Amount			

Order prepared by Metropolitan Section

Signed Jon Rose
Region Federal Aid Specialist

Instructions: Section head or staff engineer approving order will send original copy to Project Management and will retain duplicate copy. He will also send copies to interested region engineer, resident engineer and/or district engineer.

SP*19713-734

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
SEP 23 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9-11-80

8487

OREGON STATE HIGHWAY DIVISION

TO: Harry Woodward

(#26/26-12)
MAI 12-11-4

SUBJECT: 182nd & Powell signalization

FROM: Curt Duval

DATE: 7-31-80

Attached for your review, one(1) vicinity map for subject project. If everthing is in order please have Ron Failmezger spot the pole locations and submit same to Buz Swan for further action..

Gary Kennen has reviewed the Utilities

GE RE RME RCE BE
TE RECEIVED RSM
UE AUG [illegible] 1980 RSC
SO REGION I RBI
TO

Curtis H. Duval
(SIGNATURE)

PLEASE REPLY HERE

Buz

Would appreciate a good copy of the submitted Vicinity map I couldn't get a decent print off of this.

Lee Gunderson

To Traffic: 9/11/80

Metro is going to get the plans from Gresham.

Also an Order to Render Service which will allow Acctg. to assign a prefix

CC: ______ (SIGNATURE) (DATE)

D. Swan

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

CITY OF GRESHAM, OREGON
1333 N.W. Eastman Avenue
Gresham, Oregon 97030

TRANSMITTAL NOTICE

To: MR. JON ROSE
Oregon Dept. of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Date: July 28, 1980
Proj:
182nd & Powell Signalization
LID

No. of Copies	Description	Drawing No.
1	Improvement Plan for above-referenced project.	
2	Purchase Order No. 03605 to cover preliminary engineering for 182nd and Powell traffic signal upgrade.	

Transmitted herewith by x Mail ___ Messenger

Request Response x Yes ___ No

Remarks

cc:

By Jane Bower
Jane Bower, Engineering Secretary

8487

August 21, 1980 DES 6

William E. Cameron
City Engineer
City of Gresham
City Hall
Gresham, Oregon 97030

Dear Mr. Cameron:

The preliminary engineering phase of the proposed traffic control signal on the Mt. Hood Highway at 182nd Avenue will begin soon.

In accordance with Agreement No. 7124, the City of Gresham shall deposit with State the sum of $4,000, said amount being equal to 100 percent of the estimated total cost of preliminary engineering and design work for the project.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KH:sr
Attachment

bc: w/AD #805: Jon Rose, Region M Federal Aid Engineer
V. E. Skoog - Please return completed
AD#805 when advance deposit
is received.

#8487

August 14, 1980

Multnomah County Engineer
2115 S. E. Morrison
Portland, OR 97214

AGR 4

City of Gresham
City Hall   Attn: Marilee Doyle
Gresham, OR 97030   City Recorder

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Multnomah County, City of Gresham, and Highway Division for installation of traffic signals on the Mt. Hood Highway at 182nd Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Cormeen
COMMISSION SERVICES

fkm
Att.

bc Don Harwell (conf. agree. att.)

8487

77-64

RECE[illegible]ED
'80 JUN 30 P3:29
ACCOUNTING

7-30-80

80-3

CITY OF GRESHAM

1333 N.W. Eastman • Gresham, Oregon 97030
Telephone: (503) 661-3000

PURCHASE ORDER
No.03605

THE ABOVE NUMBER MUST APPEAR ON ALL INVOICES, SHIPPING PAPERS, PACKAGES AND CORRESPONDENCE

IF UNABLE TO FILL ORDER EXACTLY AS WRITTEN, FURTHER INFORMATION MUST BE OBTAINED FROM:
W. E. Cameron
PHONE: 503-661-3000, EXT. 402

VENDOR:
Oregon Dept. of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

SHIP TO:
Engineering Division

NOTICE: THIS ORDER IS SUBJECT TO THE TERMS AND CONDITIONS ON THE FACE AND REVERSE SIDE HEREOF.

F.O.B. POINT IS:	DELIVERY DATE	SHIP VIA	TERMS
DELIVERED TO LOCATION INDICATED UNLESS OTHERWISE SPECIFIED HEREIN			

ITEM NO.	DESCRIPTION	QUANTITY	EST. UNIT PRICE	EST. TOTAL PRICE
1	Preliminary engineering for 182nd and Powell traffic signal upgrade.			$4,000.00
		TOTAL		$4,000.00

rom Metro Jon Rose
Date 7/30/80
o Buz Swan
[✓ rogram Mgmt.] Traffic Region 1

omments: This purchase order ncumbers $4000 for Gresham's hare of P.E. costs for this roject. Please prepare a proper ll or request to secure the payment.

Jon Rose

MAIL INVOICE IN TRIPLICATE TO:
FINANCE DEPARTMENT P.O. BOX 674
GRESHAM, OREGON 97030

I CERTIFY THAT THE ABOVE ITEMS ARE IN ACCORDANCE WITH CURRENT BUDGET ALLAWANCES.
BY W. E. Cameron, P.E.
DEPARTMENT HEAD

APPROVED
BY
DIRECTOR OF FINANCE

APPROVED
BY J. R. Keller
CITY MANAGER

cc: Jon Peterson
(acceptable as adv. dep.?)

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE RE ☐ [✓ PRE ☐]
AUG 26 1980
REFERRED TO ____________________
FOR ____________________________
FILE: PM FA LG.

8487

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8250
Date: April 8, 1980

File No: 80-3

TO: MAINOR HOLMES
Project Management

FROM: JON ROSE Jon Rose
Federal Aid Specialist

SUBJECT: Agreement
Powell Blvd. @ 182nd
City of Gresham
Multnomah County

We need an agreement to cover a signal proposed for Powell Boulevard (Mt. Hood Highway) at 182nd Avenue in the city of Gresham. Signal will be 8-phase with 5-phase put into operation at first.

All costs (PE, construction, any possible R/W) will be paid by City. County will pay for power consumption and State will maintain signals. City of Gresham will submit an advance deposit ($4,000) to cover State PE. State will reduce delays by providing some of the signal equipment out of state stock, to be reimbursed by City.

City already has much of the field information and preliminary design work completed and this data will be provided to State for preparation of final plans. Construction will be by contract or state forces as State shall elect.

City is improving 182nd Avenue and constructing the extension. City contractor will widen Powell Boulevard, as well as 182nd at no cost to State and not as a part of this project. County will be responsible for utility adjustments required for signal work which might affect county road. State will adjust utilities on state highway and City will pay for adjustment of any utilities now on private property.

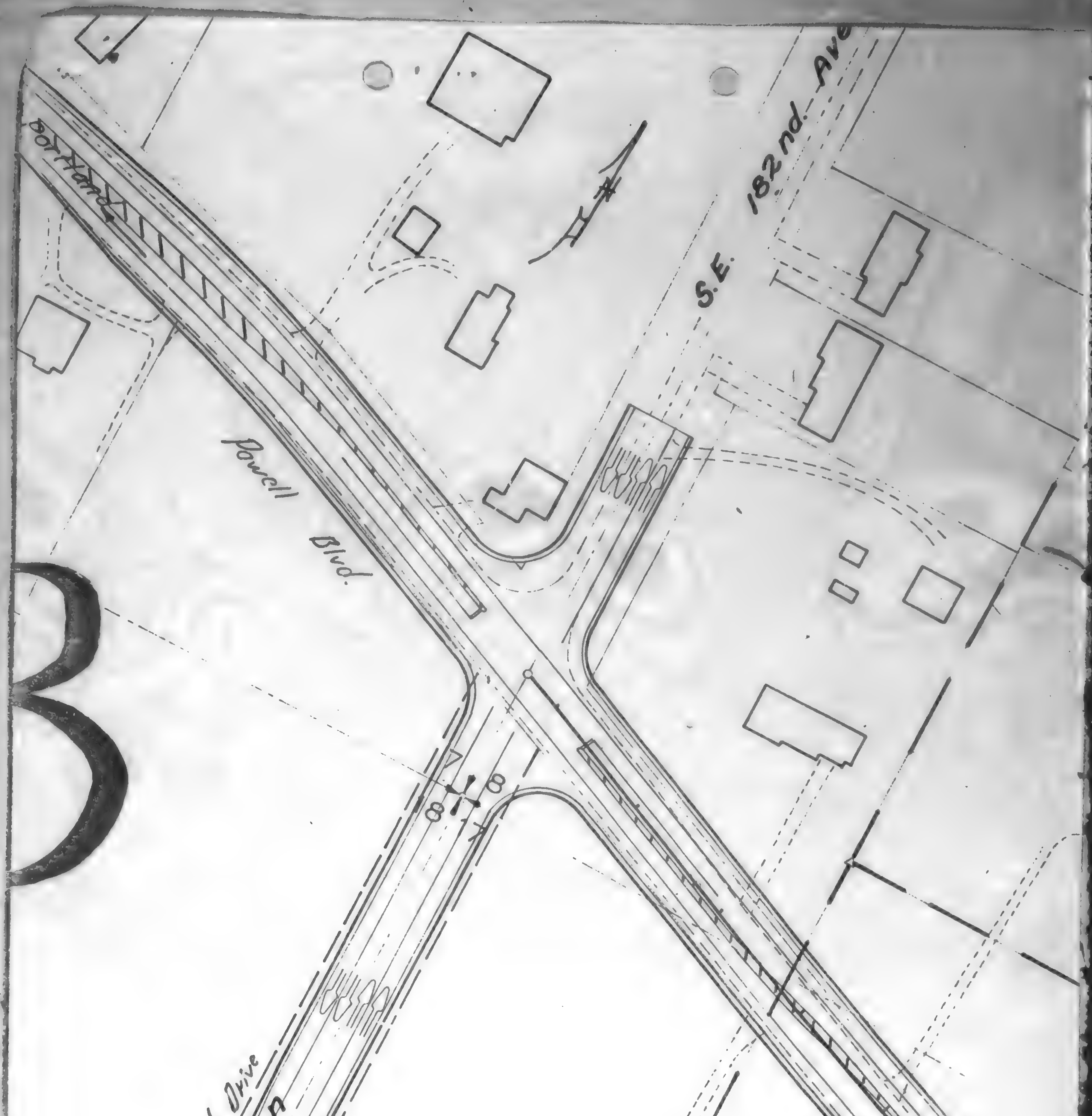
City would like signal to be operating by November 1, 1980 if possible. Provision should be made for fire preemption. Agreement should provide for mutual review of plans. There should be some coordination between City contractor on roadway work and State contractor on signal work.

Let me know if there are other questions.

po

cc: Jim McClure
Steve Crouch
Bill Cameron

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
APR 9 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.


3
Portland
S.E. 182nd. Ave
Powell Blvd.
7
8
8
7
Future Highland Drive
d.
Ave. Extension
GRESHAM

8487

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-8226

February 26, 1980

In Reply Refer to
File No.
326-1959

David Rouse
Civil Engineer
City of Gresham
1333 N.W. Eastman
Gresham, Oregon 97030

Subject: Signalization and Paving at Powell and 182nd Avenue

Harry Woodward has forwarded to me your letter dated December 20, 1979, requesting funding for signalization at 182nd Avenue and Powell.

You request funding for signal modifications and grading and paving, made necessary by the connection of S.W. Highland Drive to Powell at 182nd Avenue, based on the benefit to Powell that would derive from re-routing northbound traffic from 190th and Powell. You requested that work be accomplished by September 1980.

The estimated cost of the signal and paving work is $60,000.

I have looked into the possibility of using Federal funds committed for the 182nd to Birdsdale project and applying those to this project. The State has programmed preliminary engineering funds for this project, but has not received Federal approval. Funds could not be programmed to allow construction October 1980. With contract letting in October, the completion of the signal installation would probably be realized 210 days later.

The option that should be considered is for the developer to provide financing for the signal. In this situation, we can contract as soon as a design is completed. This requires an agreement between the State and the developers, and an advance deposit to cover preliminary engineering before we could begin. Bids for the contract could be received four months after approval of the agreement (this is an optimistic schedule).

Requests for agreements or permits between the State and the developer should go to Harry Woodward. Anticipating this option, I will try to get the ball rolling on this end to reduce any possible future delays.

R. N. Bothman
Metropolitan Administrator

RNB:DRA:PE

cc: Harry Woodward
Jon Rose: 121st and Scholls signal has the same kind of agreement negotiated by Geibel. Please get a copy and forward to Harry. Done

R. N. Bothman to D. Rouse February 26, 1980

bcc: E. L. Hardt
L. E. George - The planned development south of Powell Blvd., served by Highland Drive, is commercial and residential. Highland Drive will actually be a new link between Powell Blvd. and 190th. I believe this is a reasonable candidate for the 90 day contract and have previously discussed it with Duane Christensen. By this letter, I am requesting your consideration and approval of this project for the 90 day expedited contract.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
FEB 27 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

8417

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-620

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

10-30-78

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 10-30-78	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. F-24(2)
COMPLETION DATE 8-1-77	ACCEPTANCE DATE BY CONTRACT AGENCY 11-29-77	TIME ELAPSED 60 %	CONTRACT TIME 230 C.D.
APPROVED EXTENSIONS None	LOCATION Intersection of Mt. Hood Hwy. and S.E. 182nd Ave.		

~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.* ✓

MT. HOOD HWY. @ S.E. 182nd AVE.
MT. HOOD HIGHWAY
Signal

This project provided for the installation of a traffic control signal at the intersection of the Mt. Hood Hwy. (Powell Blvd.) and S.E. 182nd Ave. A contract in the amount of $23,756.60 was awarded Hamilton Electric, Inc., 232 West 5th Ave., Eugene, Oregon, on 2-28-77. Work began on 5-3-77 and was completed in reasonably close conformance with the approved plans and specifications on 8-1-77 at a final cost of $26,603.70 or approximately 4 percent below the authorized amount of $27,773.81.

A total of 137 C.D. were used as compared to the 230 C.D. specified. There were no major significant overruns or underruns.

RECEIVED
STATE HWY ENGR
NOV 3 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

11-3
ajKeasey

COPY SENT
NOV 8 1978
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE 11/1/7

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be U

8487

8

December 9, 1977

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Gentlemen:

On November 30, 1977, we wrote to you concerning release of final payment on Contract No. 8487 awarded to Hamilton Electric, Inc., for traffic signal installation on the Mt. Hood Highway at S.E. 182nd Avenue in Multnomah County.

Final payment on this contract is $500 and the total contract amount is $23,406.98. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97401

Smith & Crakes, Inc.
58 West 11th Avenue
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8487 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Mt. Hood Hwy @ S. E. 182nd Ave.

WEEK ENDING: September 9, 1977

SECTION PREFIX: 26-1087

HIGHWAY: Mt. Hood

COUNTY: Multnomah

NAME OF JOB: Mt. Hood Hwy. @ S. E. 182nd Ave.

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Hamilton Electric, Inc.

CONTRACT NUMBER: 8487

FEDERAL AID PROJECT NUMBER: F-24(2)

DATE OF CONTRACT: February 26, 1977

DATE WORK STARTED: May 3, 1977

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 230

CALENDAR DAYS USED: 137

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 60

PROJECT AUTHORIZATION: $ 27,793.81

EXCLUSIVE OF ENGINEERING: $ 25,348.15

ENGINEERING AUTHORIZATION: $ 2,485.56

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 24,629.02

ENGINEERING COST TO DATE: $ 1,974.68

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Incl Engr 96

ESTIMATED PERCENT: UNDERRUN 2.9%

PERCENT OF AUTHORIZATION: 81.4

DATE PROJECT WAS COMPLETED: August 1, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keesey
Bond
Jackmond
Hopkins
Johnsen
Inloes

RECEIVED
SEP 13 1977
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final is ready to be submitted as soon as signal head is moved (PA #1).

SIGNED HM Fullmore LOCATION Troutdale

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

8487

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-27	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5 - 5 - 77	State Oregon County Multnomah Project No. F-24(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Mt. Hood Highway at S.E. 182nd Ave.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11/4/76	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	2/2/77	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 85.80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 29,045.00	$ 24,920.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Date executed by Division Administrator [illegible] 5 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Hacek

Oregon State Highway Division
Salem, Oregon April 25, 1977

Federal Aid Project
N. F-24(2)

MT. HOOD HIGHWAY AT S.E. 182ND AVENUE
MT. HOOD HIGHWAY
MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required		$ 1,500.00

Type Code Y031
Traffic Signal (Sta. 271+93)

Temporary Protection & Direction of Traffic	All Required		$ 384.00
Temporary Signs	120 sq.ft.	4.18	501.60
Flagmen	40 hr.	23.00	920.00
Traffic Signal Installation, Complete	All Required		21,951.00
			$23,756.60

Anticipated Items

Permanent Pavement Striping	All Required	$ 300.00
	Subtotal	$24,056.60
	Engineering	3,488.40
	TOTAL	$27,545.00

Length of Project - - - - - - - - - - - - - 0.00 mile

Work Retained in Program Status
(not included in totals below)

Permenant Signing	All Required	$ 200.00

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,500	$ 1,287	$ 213
Traffic Signal	27,545	23,633	3,912
TOTAL	$29,045	$24,920	$4,125

Group 1 - 100%
Contract No. 8487
Prefix: 26-1087
Prefix: 26-1988

#8487

April 25, 1977

Board of County Commissioners
Multnomah County
1021 S.W. 4th Avenue
Portland, OR 97204

Attention: Diane Trude
Clerk of Board

MISC. CONTRACTS and
AGREEMENTS No. 5794

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning a traffic signal installation on the Mt. Hood Highway at 182nd Avenue in Gresham.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

Form A-106 (Rev. 8-70)

8487

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8487

APPLYING TO CONTRACT PROJECTS

Order No. 3

Section Mt. Hood Hwy. @ S.E. 182nd Ave.

Date April 13, 1977

Highway Mt. Hood

F.A.P. No. F-24(2)

County Multnomah

Prefix 26-1087

Account No. 276-03

Description of Work To Be Done:

Furnish and Install 3 advance signal signs.
Complete.

3-W3-3-48	Sign Symbol
3-24"x18"	Signal Ahead Signs

Location by Station Numbers:

EB on Mt. Hood Highway	600 ft. ahead of stppline
WB on Mt. Hood Highway	600 ftl ahead of stopline
SB on S.E. 182nd Ave.	600 ft. ahead of stopline

Estimate of Quantities and Costs:

Furnish and Install 3 signs complete--$200.00

Approval Recommended as of 4-17-77

Explanation:

Monies are included in the Contract as an additional anticipated item for the work to be accomplished by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$27,773.81
Present estimate of project cost, including $200.00 for work under this order	$27,773.81
Expected under-run over-run (amount)	$ None
Expected under-run over-run (per cent)	None

Space to right of this line is for use of Salem Office

Submitted by: H M Fillmore
Resident Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approval Recommended:
Regional Engineer

Approved:
Construction Engineer

4-17-77

SP*72830-731

8427

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVA AND/OR AUTHORIZATION

2-2-77

FEDERAL AID PROJECT NO.: F 24(2)

TE PROJECT NO.: See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71102

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. Scott Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 28 '77
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
2-2-77	2-2-77	Primary 24 Primary 26

GENERAL LOCATION:
"Mt. Hood Highway at SE. 182nd Avenue"

GENERAL DESCRIPTION OF WORK:
Traffic Signal Code - Y031 Miles 0.0

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Permanent Pavement Striping (SF) $300

☐ ACQUISITION OF RIGHT OF-WAY
☒ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 1-31-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $38,826 - Federal Funds $33,312.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-2-77		Dist. Engr. for Division Admin.

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/24/77

Donald L Traut

2-24-77 Bid Letting ____________ All Clear Deadline

SECTION Mt. Hood Hwy. at 182nd Ave.

Highway Mt. Hood

County Multnomah Region 1

Type of Work 3 ph. act. signal Funds FA

State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☒	
Negative Declaration	☒	☐	☐	☐	☒	
Project Assessment	☐	☒	☐	☐	☒	Statewide Assessment
Write-off Letter	☒	☐	☐	☐	☒	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☒	
D.O.G.M.I.	☒	☐	☐	☐	☒	
Corps of Engineers	☒	☐	☐	☐	☒	
Coast Guard	☒	☐	☐	☐	☒	
Co. Conditional Use	☒	☐	☐	☐	☒	
NPS Air Pollution	☒	☐	☐	☐	☒	
NPS Water Pollution	☒	☐	☐	☐	☒	
CULTURAL:						
Cultural Survey	☒	☐	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☒	
NOISE:						
Noise Study	☒	☐	☐	☐	☒	

8487 11-8-76

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F 24(2)

STATE PROJECT NO. Mt.Hood Hwy at 182nd

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71102

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway ENgineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 12 '76
REFER TO Rulien
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 11-4-76

FEDERAL ROUTE NUMBER Primary 24

STATE ROUTE NUMBER Primary 26

GENERAL LOCATION:
U S 26 5.15 miles east of ECL Portland

GENERAL DESCRIPTION OF WORK:
Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $3,400 - FF $2,916.
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 11-1-76, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-7-2.

Also, as requested in Mr. Rulien's 11-1-76 letter, you are authorized to proceed with the work as shown above.

DATE 11-8-76

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

8487

PRO-6-2

November 1, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Project Data Submission
Item No. 71102
Project No. F-24(2)
Multnomah County

Attached is data for the subject project.

We request the following:

1. Concurrence that the project qualifies for the timesavings procedures enumerated in FHPM 6-8-2-1.

2. Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2 paragraph 10c.

3. Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval at the estimated total cost of $3,400 with an obligation of $2,916 in federal funds.

CL:dpy

Enclosure

cc: Ed Hardt (Region 1)

N NO.

O.

FORM PR-1
(REV. 4-61)

11-1-76

FEDERAL-AID PROGRAM DATA

ER	OJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(20)	21 US 26, 5.15 mi. E. of ECL Portland 65		9,850 (66)	20,700 (70)	96 (71) (72)	10	Oregon	41 (2) (3)	010 (4) (9)	71102 (14) (16)

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
raffic Signal 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	F- 14	24 7	(2) 18	(24) (26)	27

RAL FUNDS: Consolidated Primary

COUNTY NAME: Multnomah CODE 051 (14) (16)

N AREA: Portland

ROUTE NO. P | FEDERAL-AID 24 (32) | STATE 26 (36) | U.S. 26 (37) (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
	PE			0.0	3,400	2,916	484		
	ROW								
	CONST (CODE) Y031 (TOPICS)		"Mt. Hood Hwy. at 182nd Ave."	0.0	36,600	31,402	5,198		ROW-60' min.; Access control-Partial; Parking restrictions-complete.
PARED BY C.L.			PROJECT TOTALS	0.0	40,000 (16) (23)	34,318 (24) (32)	5,682		

GRAM APPROVAL DATES

REMARKS

-OVER-

MONT LY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

11-1-76

FEDERAL - AID PROGRAM DATA

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 US 26, 5.15 mi. E. of ECL Portland	**ADT**	PRESENT 9,850	FUTURE (66) (70) 20,700	YEAR (71) (72) 96	REGION 10	STATE NAME Oregon

ST CO
4

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 P.E., Traffic Signal	NATL. FOREST (63) (65)	FH ROUTE NO. (66)	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 F-	NUMBER 24

SEQ.
(2

CARD 4	CLASS OF FEDERAL FUNDS Consolidated Primary	COUNTY NAME Multnomah	CODE (14) (16) 051					
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. P	FEDERAL-AID 24 (32)	STATE 26 (36)	U.S. (37) 26 (41)			

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					**PE**			0.0	3,400	2,916	484	
5					**ROW**							
5					**CONST** (CODE) Y031 (TOPICS)		"Mt. Hood Hwy. at 182nd Ave."	0.0	36,600	31,402	5,198	

CARD 1	CODE 1	PREPARED BY C.L.	PROJECT TOTALS	0.0	40,000 (19) (23)	34,318 (24) (28)	5,682	
.1	14	PROGRAM APPROVAL DATES					REMARKS	

ROW-
cont
Park
comp

MT. HOOD HIGHWAY AT 182ND AVE.
PROJECT NO. F-24(2)

Existing Facility: Channelized intersection consisting of basic two 12' travel lanes with 11-foot left-turn lane for eastbound traffic constructed under Project No. M-0640(2).

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Install multiphase traffic signal and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Right-of-Way: No additional required.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" as set forth in FHPM 6-8-2.1.

NOTE:

(1) This project is in Congressional District No. 3.
(2) This project is included in the 77 FY Tip.

8488 St. Johns Bridge Proj. on 1977
the NE Ptld. Hwy. in Portland
(Suspender cable replacement)

#8488

8

August 24, 1977

Fireman's Fund Insurance Co.
Fidelity & Surety Dept.
921 S.W. Washington Street
Portland, OR 97205

Gentlemen:

Contract No. 8488 awarded to Christie Constructors, Inc. for suspender cable replacement on the St. Johns Bridge Project in Multnomah County was completed on June 28, 1977, and accepted by the State Highway Engineer on August 18, 1977.

Final payment in the amount of $3,575.93 will be released to the contractor after August 29, 1977. The total contract amount is $72,175.95 including $657.45 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Christie Constructors, Inc.
5890 Christie Avenue
Emeryville, CA 94662

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

#8488

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
August 5, 1977

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Structural Engineer

TO: Mr. E. L. Hardt
Region 1 Engineer

SUBJECT:
Hanger Cables
St. Johns Bridge
Contract 8488

Attached is a copy of the Lab Report covering the testing of three sample hanger cables on the St. Johns Bridge.

The poorest test is on the cable from Panel Point 55 which was 15% below the original specified ultimate strength. The original design called for a safety factor of approximately 5:1 (212,000 pounds ultimate versus 40,000 pounds working).

I do not believe there is any reason for immediate concern with the condition of the remaining original cables. I would recommend that a detailed in-depth inspection of the total cable suspension system be scheduled in four to five years. A normal, routine inspection should be adequate until that time.

WJH:dh
Attachment
cc Maintenance /w/ copy of Lab Report
E. S. Hunter
H. S. Coulter

RECEIVED
TECHNICAL SERVICES
AUG 8 - '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8488 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
5 CONSTRUCTION AND BRIDGE SECTION

SECTION: St. Johns Bridge

WEEK ENDING: July 9, 1977

SECTION PREFIX: 126-1115

HIGHWAY: N.E. Portland

COUNTY: Multnomah

NAME OF JOB: St. Johns Bridge

KIND OF WORK: Suspender Replacement

CONTRACTOR: Christie Constructors, Inc.

CONTRACT NUMBER: 8488

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: Feb. 28, 1977

DATE WORK STARTED: May 12, 1977

ESTIMATED COMPLETION DATE: June 28, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 120

CALENDAR DAYS USED: 103

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 85.83

PROJECT AUTHORIZATION: $ 85,726.15

EXCLUSIVE OF ENGINEERING: $ 78,239.15

ENGINEERING AUTHORIZATION: $ 7,487.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 72,175.95

ENGINEERING COST TO DATE: $ 4,867.26

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT XXXXXX UNDERRUN: 7.75 %

PERCENT OF AUTHORIZATION: 65.01 %

DATE PROJECT WAS COMPLETED: June 28, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

Mobil	Temp. Prot.	Temp. Sign	Temp. Barr.	Flagmen	Sus. Cable	Replacement	
100%	100%	65.5 Sq.Ft.	3 Each	22 Hours	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED	N.A. to suspender replacement				
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3		0		Last Report
MONDAY 4		0		
TUESDAY 5		0		
WEDNESDAY 6		0		
THURSDAY 7		0		
FRIDAY 8		0		
SATURDAY 9		0		

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JUL 12 1977
CONSTRUCTION
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 3 4	
MONDAY 4	
TUESDAY 5	Last Report. All contract work was completed on this project as of June 28, 1977
WEDNESDAY 6	
THURSDAY 7	
FRIDAY 8	
SATURDAY 9	

REMARKS

STATUS: Last Report. All contract work was completed on this project as of June 28, 1977. Semi-final estimate is in.

SIGNED Robert E. Shotwell, Resident Engineer

LOCATION 1101 North Russell Street
Portland, Oregon 97227

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8488

8

July 6, 1977

Not Sent

Public Contract Review Board
100 State Office Building
Salem, OR 97310

Gentlemen:

St. Johns Bridge
Contract No. 8488
Additional Cable Repair

In accordance with Rule 10.160, application is hereby made on behalf of Oregon Department of Transportation for exemption of certain additional work under this contract expected to exceed the 10 percent limitation of Rule 10.150-B.

a. This project covers replacement of about 20 percent of the suspender cables on this suspension bridge. This was based on the visible wear and deterioration of cables that could be observed without their removal from the structure. This work was contracted in February 1977 after five bids were received. Christie Constructors, Inc., is the contractor.

b. The existing contract amount is $74,370.00. About 85 percent of this was in one lump sum bid item for the replacement of 45 of the suspender cables with state-furnished new materials. As the existing cables have been removed, it has been discovered that many of the cables had severe rusting at the connecting points which was hidden until they were removed. This indicates that all of the remaining cables should be removed, cleaned and painted in the affected areas. This requires the same special equipment and sequence of operations as was involved in the original contract work. The existing contract includes a separate item for mobilization in the lump sum of $6,000 which has already been paid. This is specialized work which should be performed during good weather.

c. We are negotiating with the contractor on pricing of this additional work and it is expected that all or part of it will be at negotiated prices, although some portion may be feasible to do on a force account basis. The total cost is estimated to be as much as $40,000, which would be almost 54 percent of the existing contract amount.

We respectfully request your consent to exceed the 10 percent limitation.

Very truly yours,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
J. L. Sollis
E. L. Hardt

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8488

Salem, Oregon
July 5, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: St. Johns Bridge
Contract No. 8488
Additional Cable Repair

TO: H. S. Coulter
State Highway Engineer

You were sent a copy of Marion Craft's June 28 letter reporting on the need for additional cable inspection and maintenance work which is to be added to this contract. I understand there have been other conversations with you on the subject recently too. Since we are proceeding in this direction, we assume that we should also proceed with getting clearance with PCRB, as the added work will be a significant increase. A rough draft letter for that purpose is attached.

JAB:fr

Att.

Not sent —
Refer to Commission
HSC

RECEIVED
STATE HWY ENG.
JUL 5 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

/8488

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
June 28, 1977

FILE: CON

NOTED
H. S. COULTER

Marion Craft

FROM: MARION CRAFT
Region Construction Engineer

TO: JOHN BOND
Construction Administration Engineer

SUBJECT: ST. JOHNS BRIDGE
Suspender Replacement
Contract No. 8488

This contract called for replacement of about 20 percent, by number, of the suspender cables on this suspension bridge. Upon removing the cables from their lower bearing seats, it was discovered that many of the cables had trapped water or other debris and severe rusting had occurred in the cable just above the suspender sockets. A piece of the cable was cut off, taken to Salem and shown to Scott Coulter and Walt Hart, and they are in agreement that an inspection of the remaining cables is warranted. Bob Shotwell has approached the contractor on the job and he, the contractor, is willing to stay on the job and do the work. It will require the same type of equipment as he used on the cable replacement; that is, he will have to free each cable at the bottom sockets, lift it out, clean and paint the area and we will inspect each cable and record its condition. We will have to satisfy ourselves that the cost to do the work is reasonable and can be justified. Shotwell roughly estimates the cost may be anywhere from $30,000 to $40,000. The original contract amount was $74,370, so we will have to bring this before the contract review board and also get a cost overrun statement submitted. It would seem to be the only reasonable course of action to take, since the contractor is on the job, and he has the equipment necessary to remove and inspect the cables.

RECEIVED
STATE HWY ENGR
JUN 30 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

MC/ggw

Attachment

cc: H. S. Coulter
W. J. Hart
Bob Shotwell

8418

1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 30, 1976

FILE: BR 6497A

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT:

Suspender Cable Replacement
St. Johns Bridge
Bridge 6497A

A bid has been received through General Services for furnishing the replacement ropes for the St. Johns Bridge. U. S. Steel was the only bidder to respond with a bid of $33,265.40. The Engineer's Estimate was $29,000. I believe that this is a responsive bid, and with your concurrence will advise General Services to proceed with award of the contract. For your information a copy of the U. S. Steel bid is attached.

The conditions of the bid are acceptable. The suspender cables to be furnished under this contract are only those required to take care of the limited number of existing cables which require replacement.

WJH:dh
Attachment

cc D. H. Moehring /w/ attach.
E. L. Hardt /w/ attach.

APPROVED
EJH
E. S. Hunter
Date 3-31-76

RECEIVED
STATE HWY ENGR
MAR 30 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8488

1

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: BR 6497A

February 12, 1976
Salem, Oregon

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO: Finance Section

Attention Accounts Payable Unit

SUBJECT:

St. Johns Bridge
Suspender Replacement Phase 1
Multnomah Co.

NOTED
E. S. HUNTE

Attached is a completed Purchase Requisition for socketed suspender ropes for the St. Johns Bridge.

This work is to be done under a Department of General Services' contract.

Also enclosed are plans and specifications, cost estimate for the project and partial list of possible manufacturers. Please arrange for purchase at earliest date possible.

TEA/JEB/ag
Attachs.

cc E. S. Hunter
Ed Hardt w/attachs.
John Wood
J. E. Backstrand

RECEIVED
HWY ENGR

FEB 13 '76

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8489 S.W. Sheridan St.-S.W. Slavin
Rd. (Ptld.) Sec. of Pac. Hwy. W.
(Grade, pave, sign, sig. & ill.) #2

C&A 6018 1-26-77

8489 **OREGON STATE HIGHWAY DIVISION**

FORM 81-734-1150

HIGHWAY DIVISION INVOICE

NO. 131612

DATE	BILLING REQ. NO.	YOUR ORDER NO.
4/30/81	CC-81-19 REV.	

CREDIT DISTRIBUTION

26-2549-296-00-000	15.46
26-1090-296-00-000	10,645.13
324.02	10,660.59
26-2549-295-00-000	(15.46)
26-1090-295-00-000	(10,645.13)

PORTLCP

- City of Portland
- Bureau of Street & Structural Engineering
- 621 S.W. Alder Street, Room 725
- Portland, Oregon 97205

Attn: David Vargas, State Hwy. Coordinator

MAKE CHECKS PAYABLE TO THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement: Federal Aid Urban Project U-203(9), M-9341(1) & TQM-M-9361(1) S.W. Sheridan Street-S.W. Slavin Street Barbur Blvd. Multnomah County Agreement No. 6018 Contract No. 8489			
TOTAL COST			$622,961.49
Less Federal Funds			528,553.67
Less State Share			45,247.23
City Share			49,160.59
City's Advance Deposit			38,500.00
			- - - - - -
AMOUNT DUE			$ 10,660.59
		a	

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
4-1-81	CC-81-19 REV.	

CREDIT DISTRIBUTION

26-2549-295	$ 515.46
26-1090-295	$15,645.13

BILL TO: Code:

City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder Street, Room 725
Portland, Oregon 97205
Attn: Mr. David Vargas
State Highway Coordinator

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement: Federal Aid Urban Project U-203(9), M-9341(1) & TQM-M-9361(1) S.W. Sheridan Street-S.W. Slavin Street Barbur Boulevard Multnomah County Agreement No. 6018 Contract No. 8489			
TOTAL COST			$622,961.49
Less Federal Funds			528,553.67
Less State Share			45,247.23
City Share			49,160.59
City's Advance Deposit			38,500.00
(Attach Itemized Statement to Invoice)			

Advance Deposit Amount $ 38,500.00
Advance Deposit Previously Transferred to Highway Fund $ 33,000.00
Balance $ 5,500.00
Transfer to Highway Fund $ 5,500.00
Refund Due $ - - - -
Partial or final request for billing FINAL
Number of the previous request in connection with this service. CC-1721 & CC-1962

Amount Due $10,660.59

Submitted by:
Gary E. Zehner
Gary E. Zehner

Approved:
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** REVISED 4/1/81

CITY PORTLAND **Contract No.** 8489 **Date Completed** 2-14-79

PROJECT # TOM-M-9361(1) U-203(9), M-9341(1) **Section** S.W. Sheridan Street-S.W. Slavin Street

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Right-of-Way		$ 35,676.29
Payments to Contractor		494,488.37
Credit for Liquidated Damages		(27,150.00)
Interest Paid Contractor		35.57
SFO #1 Adjust Water Facilities		6,869.99
SFO #2 Move Traffic Sign		199.95
SFO #3 Striping		4,750.40
SFO #4 Signing		1,569.36
SFO #5 Repair Sanitary Sewer		2,563.14
Construction Engineering		103,469.80
Audit Expense		193.19
Project Management		81.16
Specifications (Credit)		(95.00)
EEO Monitoring		309.27
TOTAL COST		$622,961.49
Less Federal Funds:		
Urban Extension	$ 30,482.19	
FAU	224,952.78	
Transition Quarter	273,118.70	$528,553.67
BALANCE		$ 94,407.82
Less Non-Participating Costs:		
R/W Acquisition Expense	$ 136.83	
Payments to Contractor	1,083.70	
Credit for Liquidated Damages	(203.62)	
Interest Paid Contractor	35.57	
SFO #2	199.95	
SFO #5	2,563.14	
Construction Engineering	3,005.78	
Audit Expense	97.80	$ 6,919.15
AMOUNT TO BE SHARED BY STATE & CITY		$ 87,488.67

State Share: 50% of ($87,488.67 + $3,005.78) = $45,247.23

City Share: 50% of $87,488.67 + ($6,919.15 - $1,502.89) = $49,160.59

Reference: Billing Form CC-81-19

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-11-80

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (*Insert official or depositary named in project agreement*) Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(*For use of Paying Office*)

STATE Oregon

VOUCHER PERIOD FROM 2-2-77 TO 4-14-80

VOUCHER TYPE (*Check Appropriate Block*)

☐ CURRENT BILLING

☐ OTHER PROGRESS

X

☐ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. R-9341(1)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$94,009.75	$89,052.86	85.90%	$76,064.15	$76,064.15	$ 0.00

RECEIVED DIVISION OFFICE	DIVISION OFFICE REVIEW MADE	PASSED FOR PAYMENT
BY Oregon DATE	BY DATE 9/11/80	BY V.E. Skoog, Controller DATE

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.W. Sheridan St.-S.W. Front Ave. Section Barbur Boulevard (Portland) Multnomah County					#1
	Construction Type Code Y008 Channelization (Sta. 0+00 To Sta. 36+00)					
	Final Contract Payment Summary	Lump Sum			$44,084.07	
	SFO #3 Temporary & Permanent Stripigg(State)	All Required			285.06	
	SFO #4 Traffic Control signing-City of Ptld.	Lump Sum			1,569.36	
	Total Participating Construction Type Code Y008				$45,938.49	
	Type Code Y002 Signing (Sta. 0+00 To Sta. 36+00)					
	Final Contract Payment Summary	Lump Sum			$31,067.08	
	Total Participating Construction				$77,005.57	
	Construction Engineering					
	State	All Required			$16,402.19	
	Liquidated Damages	Lump Sum			(4,850.35)	
	Type Code Y008 $6,895.85					
	Type Code Y002 4,654.99					
					$11,551.84	
	Misc. Project Costs					
	E.E.O. Monitoring Expense	All Required			55.69	
	Type Code Y008 $33.25					
	Type Code Y002 22.44					
	Audit Expense (Type Code Y008)	All Required			39.75	
	Total Misc. Project Cost				$ 95.44	
	Total Participating Cost				$88,652.85	
	Nonparticipating Cost					
	Final Contract Payment Summary	Lump Sum			$ 1,025.00	
	Interest on Final Payments	All Required			5.33	
	SFO #1 Move an existing traffic sign(State)	All Required			199.95	
	SFO #5 Repari house branch sanitary sewer(State)	All Required			2,563.14	
	Audit Expense (SFO #5)	All Required			97.80	
	Construction Engineering (State)	All Required			2,302.33	
	Liquidated Damages	Lump Sum			(36.65)	
	Total Nonparticipating Cost				$ 6,156.90	
	Total Project Cost				$94,809.75	
	Prepared based on Participating Costs as shown on Federal Billing as of 8/28/80					
	AMOUNT CARRIED FORWARD . . .					

26-1090
26-2549

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (*Insert official or depository named in project agreement*)
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(*For use of Paying Office*)

STATE Oregon

VOUCHER PERIOD FROM 2-2-77 TO 4-14-80

VOUCHER TYPE (*Check Appropriate Block*)
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. TQM-M-9361(1)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$492,406.57	$491,850.03	85.80%	$422,007.33	$422,007.33	$ 0.00

RECEIVED DIVISION OFFICE BY Oregon DATE

DIVISION OFFICE REVIEW MADE BY DATE 6/11/80

PASSED FOR PAYMENT V.E. Skoog, Controller

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.W. Front Ave.-S.W. Slaven Rd. Section					
	Pacific East Highway					
	Multnomah County					
	Construction					
	Type Code Y008					
	Channelization (Sta. 36+00 To Sta. 101+60)					
	Final Contract Payment Summary		Lump Sum		$275,510.65	
	SFO #3 Temporary & Permanent Striping (State)		All Required		4,465.34	
	SFO #1 Adjust water facilities-City of PTLD.		All Required		6,869.99	
	Total Participating Construction Type Code Y008				$286,845.98	
	Type Code Y002					
	Signing (Sta. 36+00 To Sta. 101+60)					
	Final Contract Payment Summary		Lump Sum		128,952.87	
	Type Code Y030					
	Illumination (Sta. 36+00 To Sta. 101+60)					
	Final Contract Payment Summary		Lump Sum		$ 13,790.00	
	Total Participating Construction				$429,588.85	
	Construction Engineering					
	State		All Required		$ 84,047.99	
	Liquidated Damages		Lump Sum		(22,096.03)	
	Type Code Y008 $41,385.91					
	Type Code Y002 18,586.49					
	Type Code Y030 1,982.56					
	Total Participating Construction Engineering				$ 61,951.96	
	Misc. Project Cost					
	E.E.O. Monitoring Expense		All Required		$ 253.58	
	Type Code Y008 $169.40					
	Type Code Y002 76.07					
	Type Code Y030 8.11					
	Audit Expense (type Code Y008)		All Required		55.64	
	Total Misc. Project Cost				$ 309.22	
	Total Participating Cost				$491,850.03	
	Nonparticipating Cost					
	Final Contract Payment Summary		Lump Sum		$ 58.70	
	Interest on Final P-ayments		All Required		30.24	
	Construction Engineering $State)		All Required		634.57	
	Liquidated Damages		Lump Sum		(166.97)	
	Total Nonparticipating Cost				$ 556.54	
	Total Project Cost				$492,406.57	
	Prepared based on Participating Costs as shown on Federal Billing as of 8/28/80.					
	AMOUNT CARRIED FORWARD . .					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol building - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. U-203(9)
PROGRAM APPROVED 9-2-75	VOUCHER PERIOD From: 9-2-75 To: 1-25-79

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$35,676.29	$35,539.46	85.77 %	$30,482.19	$ 30,482.19	

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		V.E. Skoog Controller 2-8-79

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.W. Sheridan St. - S.W. Slavin Rd **Multnomah County**					
	Type Code R.O.W.					
	Right of Way Sta. 0+00 To Sta. 101+60					
	Right of Way	All Required			$16,655.00	
	Total R.O.W. Cost				$16,655.00	
	Acquisition Expense					
	State				18,884.46	
	Total Participating Cost				$35,539.46	
	Non Participating Items					
	Acquisition Expense				$ 136.83	
	TOTAL COST				$35,676.29	
	Participating costs are for right of Way actually incorporated in the final project and all costs have been previously certified by the Right of Way Engineer.					
	AMOUNT CARRIED FORWARD					

```
                                026    1090     2?5       00                                                                   111,663.06CR    ??    ??
                                026    1018     2?9       00                                                                   111,663.06      7?    79
                                                TOT       00
                                        ** JOB TOTALS **                        **                      **                       **

  SW SHERIDAN-SW SLAVIN RD        CONT NO 84?? * FA PROJ NOS M    341001   18 TQM 361001   53 M    361001   29    [illegible]      STATE
                                026    1090     201       00  P 1 M.                                                            75,151.15       77    79
                                026    1090     201       00  P 2 TQ-City Match                                                250,665.92       77    80
                                026    1090     201       00  P 3 M.                                                           127,567.60       77    80
                                026    1090     201       00  N 1 Contr Pay                                                      1,025.00       79    79
                                026    1090     201       00  N 2                                                                   58.73       79    79
                                026    1090     203       00  P 1 Cr. Liq. Dam                            36.65                  4,850.35CR     77    80
                                026    1090     203       00  P 2                                        107.92                 14,[illegible]CR 77   80
                                026    1090     203       00  P 3                                         59.05                  7,814.4?CR     77    80
                                026    1090     203       00  N 1                                         36.65CR                   36.65CR     80    80
                                026    1090     203       00  N 2                                        107.92CR                  107.92CR     80    80
                                026    1090     203       00  N 3                                         59.05CR                   59.05CR     80    80
                                026    1090     205       00  N 1 list                                    30.24CR                    5.33       79    80
                                026    1090     205       00  N 2                                         30.24                     30.24       80    80
                                026    1090     270       02  N 1 SFO#2                                                          [illegible]    77    79
                                026    1090     270       03  P 1 SFO#3                                                             2?5.05      77    79
                                026    1090     270       03  P 2 SFO#3                                                          4,[illegible].34 77  79
                                026    1090     270       04  P 1 SFO#4                                                          1,[illegible]  80    80
                                026    1090     2?5       01  P 2 SFO#1                                                          6,8?9.99       78    78
                                026    1090     [illegible] 05 N 1 SFO#5                                                         2,[illegible].14 [illegible]
                                026    1090     [illegible] 00 N 9 Tr. City                                                     30,850.00       77    77
                                026    1090     2?5       00  N 9 " St                                 1,655.08                528,921.48CR     77    80
                                026    1090     [illegible] 00 N 9 " Fed                               1,[illegible]CR         498,071.48       77    80
                                026    1090     900       00  P 1 Cnst. Engr                           2,1?3.05CR               16,404.68       77    80

  DESCRIPTION OF JOB OR DEPARTMENT       PREFIX        FUNCTION   GR  CURRENT MONTH          FISCAL              GRAND TOTAL     ACTIVE YRS
                                                                                            YEAR TO DATE           TO DATE       BEG   END
                                026    1090     900       00  P 2                                                               30,?23.92       77    80
                                026    1090     900       00  P 3                                                               53,6?5.42       77    80
                                026    1090     900       00  N 1                              2,191.75                          2,331.03       77    80
                                026    1090     900       00  N 2                                 28.70                            438.9?       77    80
                                026    1090     900       00  N 3                                 11.48                            235.??       77    80
                                026    1090     915       00  P 1 Audit                                                             39.75       77    77
                                026    1090     915       00  P 3                                                                   56.6?       78    78
                                026    1090     915       05  N 1                                 80.20                             97.80       80    80
                                026    1090     915       05  N 2                                 51.83CR                                       80    80
                                026    1090     915       05  N 3                                 28.37CR                                       80    80
                                026    1090     920       00  P 1 Pr. Mgmt.                                                         14.61       78    80
                                026    1090     920       00  P 2                                                                   43.01       78    80
                                026    1090     920       00  P 3                                                                   23.54       78    80
                                026    1090     921       00  P 1 Specs.                                                            17.1?CR     77    77
                                026    1090     921       00  P 2                                                                   50.3?CR     77    77
                                026    1090     921       00  P 3                                                                   27.5?CR     77    77
                                026    1090     9?5       00  P 1 EEO                                                               55.69       77    78
                                026    1090     9?5       00  P 2                                                                  163.91       77    78
                                026    1090     9?5       00  P 3                                                                   ??.67       77    78
                                                TOT       P1                                   2,126.40CR                       83,6?2.55
                                                TOT       P2                                     107.92                        318,320.16
                                                TOT       P3                                      59.05                        173,5??.87
                                                TOT       N1                                   2,265.06                          6,135.60
                                                TOT       N2                                     100.01CR                          419.92
                                                TOT       N3                                      75.?1CR                          17?.??
                                        ** JOB TOTALS **                        **                68.88        **              587,285.20      **
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                                                     TOT      P2                                                        108,247.60
                                                     TOT      N1                                        261.48          220,037.31
                                                  ** JOB TOTALS **                          **          647.46   **   2,179,527.95   **

   SHERIDAN ST-SLAVIN ST             CONT NO       * FA PROJ NOS U    203009 100                                              00      STATE
                                       026     2549     295      00 N 9                               2,150.00          2,150.00
                                       026     2549     296      00 N 9                               4,889.65CR       32,632.19CR
                                       026     2549     298      00 N 9                               2,739.65         30,482.19
                                       026     2549     401      00 P 1                                                14,172.00
                                       026     2549     403      00 P 1                                                   760.00
                                       026     2549     404      00 P 1                                                 1,425.00
                                       026     2549     405      00 P 1                                                   298.00
                                       026     2549     407      00 P 1                                                10,302.89
                                       026     2549     409      00 P 1                                  57.90             58.30
                                       026     2549     412      00 P 1                                                   483.28
                                       026     2549     413      00 P 1                                                    31.82
                                       026     2549     414      00 P 1                                                 1,664.00
                                       026     2549     415      00 P 1                                                 2,261.92
                                       026     2549     426      00 P 1                                                   252.65
                                       026     2549     426      00 N 1                                                   136.83
                                       026     2549     426      53 P 1                                                    14.83
                                       026     2549     930      00 P 1                                                 1,048.85


TOTAL TO DATE JOB COST SUMMARY                                                                  JUNE 1979         PAGE 1009

                                                                                                 FISCAL           GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT          PREFIX         FUNCTION    GR   CURRENT MONTH      YEAR TO DATE          TO DATE
                                       026     2549     950      13 P 1                                                 2,765.92
                                                     TOT      P1                                         57.90         35,539.46
                                                     TOT      N1                                                          136.83
                                                  ** JOB TOTALS **                          **           57.90   **    35,676.29   **

   NE UNION AVE TO NE 82ND           CONT NO       * FA PROJ NOS U    323028 100                                              00      STATE
                                       026     2550     296      00 N 9                                 466.03CR        5,057.14CR
                                       026     2550     298      00 N 9                                 466.03          5,057.14
                                       026     2550     401      00 P 1                                                 5,430.00
                                       026     2550     407      00 N 1                                    .39                .39
                                       026     2550     411      00 P 1                                                   210.56
                                       026     2550     920      00 P 1                                  24.28             24.28
                                       026     2550     930      00 P 1                                                   231.32
                                                     TOT      P1                                         24.28          5,896.16
                                                     TOT      N1                                           .39                .39
                                                  ** JOB TOTALS **                          **           24.67   **     5,896.55   **

   ROSS ISLAND-SE 52ND AVE           CONT NO         FA PROJ NOS XI   024007 100                                              00      STATE
                                       026     2552     296      00 N 9                             607,163.20CR      858,000.00CR
                                       026     2552     298      00 N 9                             607,163.20        858,000.00
                                       026     2552     401      00 P 1                              53,711.00CR
                                       026     2552     401      00 P 5           2,200.00          382,141.00        382 141.00
```

8+89

GOVERNMENT PRINTING OFFICE: 1974 — 733 - 626

rn

OSHD (Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

FINAL ACCEPTANCE REPORT

4 - 9 - 80

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon - 10
DATE OF REPORT 4/9/80	REPORT MADE BY C. T. Christianson, Area Engineer		PROJECT NO. M-9341(1) and TQM-M=9361(1)
COMPLETION DATE 2-14-79	ACCEPTANCE DATE BY CONTRACT AGENCY 6-29-79	TIME ELAPSED 164 %	CONTRACT TIME 225 CD
APPROVED EXTENSIONS 199 CD	LOCATION City of Portland Barbur Blvd. between Slavin Rd & Sheridan St.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S.W. SHERIDAN - S.W. SLAVIN SEC.

BARBUR BOULEVARD

Grade, Pave, Signs, Signals of Illumination

This project resulted in an exclusive reversible bus lane in the center of Barbur Boulevard within this section. Final cost was approximately $457,700 (exclusive of engineering) representing a 3 percent underrun. $47,000 liquidated damages were charged.

RECEIVED
STATE HWY ENGR
APR 16 '80
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

4-16
cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Clifford T. Christianson		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 4/9/80	TITLE Field Operation Engineer	DATE 4/14/80

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8487

January 28, 1980

Mr. Robert L. Miller
Bond Claim Department
United Pacific Insurance Company
728 St. Helens Avenue
Tacoma, WA 98402

Contract #8489

Dear Mr. Miller:

This is in response to your letter of January 22 concerning Contract No. 8489 with Zuber Bros. Contractors, Inc. for grading, paving, signing, signals and illumination on the Southwest Sheridan Street-Southwest Slavin Road Section of Pacific Highway West in Portland.

The following dates and entries appear on our contract card for outstanding claims:

5-2-79 - Claim letter from Diane Brock, Attorney, against Zuber Bros. on behalf of Garris Construction Company in the amount of $571.90.

6-4-79 - Notice of Claim from George I. Hansen, Attorney, in behalf of Olson Electric Co., Inc. in the amount of $31,346.29 for labor and materials, against Zuber Bros.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:dmc

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

726 ST. HELENS AVENUE ■ TACOMA, WASHINGTON 98402 ■ AC 206 - 383-1481

January 22, 1980

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

C. W. Head
Commission Services

Dear Mr. Head:

United Pacific Bond U-976139
Principal: Zuber Brothers Contractors, Inc.
Obligee: State of Oregon
Contract: #8489, S.W. Sheridan Street -
S.W. Slavin Road (Portland) Section in
Multnomah County

With respect to the above project, we are attempting to determine if there are any further outstanding claims filed against United Pacific's bond on this project. Would you kindly have someone review the State's files and inform us as to any claims which may have been received by the State of Oregon, Department of Transportation, relating to the above project. We would like to have the name of the claimant, date the claim was filed, and the amount of the claim.

Prompt receipt of this information will be greatly appreciated.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller
Robert L. Miller
Bond Claim Department

jc

RECEIVED
JAN 24 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

#8429 **LETTER OF APPROVAL A /OR AUTHORIZATION**

11-20-79

FEDERAL AID PROJECT NO.
M-9341(1) & TQM 9361(1)

STAT JECT NO.
See below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO.
71402

TO:
Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 27 '79
REFER TO
FOR

Info	Invest.	R/D	D/R	Sign	Act	File

11-27

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
2-4-77	10-18-79	FAU 9341 & 9361
		STATE ROUTE NUMBER Primary 1 W & City Street

GENERAL LOCATION:
SW Sheridan Street - SW Slavin Road Section

GENERAL DESCRIPTION OF WORK:
Traffic control signing by City of Portland

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~
~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 10-18-79, as requested in Mr. Keasey's letter of 10-31-79 as being in the public interest, for the use of City Forces to proceed with the above work. Work as represented by State Force Order No. 4 is approved for TEC NTE $1,600 Federal Funds $1,406.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-20-79	G. K. Hissner	for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

7-4-81 1

STATE OF OREGON INTEROFFICE MEMO

ODOT - Construction Branch 378-6318
DEPT. TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: September 7, 1979

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increased Project Authorization
S.W. Sheridan St.-S.W. Slavin Rd. (Portland)
Contract No. 8489

NOTED
H. S. COULTER

This federal-aid project has been completed and the contract work was accepted June 29. At the time the project was being semi-finaled, it appeared that a second increase in the authorization would not be necessary. However, final costs show that the authorization has been overrun by $30,896, or 5.6 percent. The authorization had previously been increased from $512,209 to $551,605 in May of 1978. This request would increase the authorization to $582,502.

Reinforcing steel for the retaining walls overran by $8,463. This was caused by increases in wall length, shortening of a vertical curve and a low original estimated quantity. The A.C. mix quantity overran by $5,233 primarily because the existing pavement required more leveling material than had been anticipated. Other project increases were: additional flagging ($3,690), relocate a strain pole ($4,550), and additional 8-inch sewer pipe ($2,530).

The project engineering overran that previously anticipated by $23,650. The primary reason for this overrun is the excessive time required by the contractor to complete the contract. The contract specified 225 calendar days for completion while the contractor used 695. Liquidated damages have been assessed in the amount of $27,150.

The approval of the PCRB is not necessary and nearly all of the increase is eligible for federal participation.

A rough draft letter to the Commission is attached as is a copy of the Increased Authorization Request form.

WR:fr

Att.

cc: E. L. Hardt
James Cochell
Robert Church

RECEIVED
STATE HWY ENGR
SEP 7 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8489

DATE: September 7, 1979

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased Project Authorization
S.W. Sheridan St.-S.W. Slavin Road (Portland)
Contract No. 8489

The need for an increase in the subject project authorization has become apparent. Final project costs are now estimated at $582,502. This is an increase of $30,896, or 5.6 percent beyond that authorized.

The major causes for the increased cost are increased length of two retaining walls, more-than-anticipated asphaltic concrete mix required to level the existing pavement, an overrun in the flagging item needed to control traffic, and relocating a strain pole.

The project engineering charges also substantially overran that anticipated due to the far greater time required to complete the work than had been specified. However, these costs were offset by liquidated damages assessed the contractor for late completion.

All but approximately $1,700 of the increased project cost is eligible for federal participation.

It is recommended that the authorization be increased by $30,896 to a new total of $582,502. This matter will be on the consent calendar for your September 19 meeting.

WR:fr jh
bc: F. B. Klaboe
C. W. Head
C. T. Keasey
E. L. Hardt
V. E. Skoog
George Bell
James Cochell

8489

July 23, 1979

Mr. Robert L. Miller
Bond Claim Department
United Pacific Insurance Company
728 St. Helens Avenue
Tacoma, Washington 98402

Dear Mr. Miller:

This will acknowledge receipt of your letter of July 18 regarding Contract No. 8489.

Our Highway Accounting Office has informed us that they mailed the voucher to you and Zuber Bros. Contractors, Inc., jointly for signature. Just as soon as these forms are returned final payment in the amount of $42,224.65 will be mailed to you. The total contract amount is $467,338.65 including $732.26 for work performed under force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

fkn

cc
Zuber Bros. Contractors, Inc.
3600 SE 28th
Portland, OR 97202

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt
Jack Sollis

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

728 ST. HELENS AVENUE ■ TACOMA, WASHINGTON 98402 ■ AC 206 - 383-1481

July 18, 1979

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

C. W. Head
Commission Services

Dear Mr. Head:

United Pacific Bond U-976139
Principal: Zuber Bros. Contractors, Inc.
Obligee: State of Oregon
Contract: #8489, S.W. Sheridan Street - S.W. Slavin Road (Portland), Section in Multnomah County

We appreciate receiving your July 13th letter along with a copy of payment estimate #16. We shall appreciate receiving the contract funds totaling $42,224.65 as soon as possible. In the event a release is needed from the contractor, kindly send us the release form and we shall contact the contractor to obtain his signature and return it to your office so final payment can be made.

In the event the contractor has any dispute as to the final amounts due or to become due, we request that he inform your department of the nature of his dispute. In the absence of receiving any information to the contrary, we assume the sum of $42,224.65 as reflected in payment estimate #16 will be the final amount due and payable to the contractor on this project.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller

Robert L. Miller
Bond Claim Department

jc

RECEIVED
JUL 20 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8489

July 13, 1979

Mr. Robert L. Miller
Bond Claim Department
United Pacific Insurance Company
728 St. Helens Avenue
Tacoma, WA 98402

Dear Mr. Miller:

This will acknowledge receipt of your letters of July 9 and 10, 1979, with attached assignment, pertaining to the Zuber Bros. Contractors, Inc. Contract No. 8489, S.W. Sheridan Street-S.W. Slavin Road (Portland) Section in Multnomah County.

As requested, future payments due on this contract will be made payable to Zuber Bros. Contractors, Inc. and United Pacific, its surety, and mailed to you in Tacoma, Washington.

Enclosed is a copy of Contract Payment Voucher, Estimate No. 16, for your information. I believe this will give you the information that you requested.

Sincerely,

C. W. Head
COMMISSION SERVICES

CWH:kkr
cc: Zuber Bros. Contractors, Inc.
3600 S.E. 28th
Portland, OR 97202

bc: Jim Kinns (with 7-10-79 letter & assignment attached)

NOTED ON CARD
7-13-79 (kr)

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

728 ST. HELENS AVENUE ■ TACOMA, WASHINGTON 98402 ■ AC 206 - 383-1481

July 10, 1979

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

C. W. Head
Commission Services

Dear Mr. Head:

United Pacific Bond U-976139
Principal: Zuber Bros. Contractors, Inc.
Obligee: State of Oregon, Department
of Transportation
Contract: #8489, S.W. Sheridan Street -
S.W. Slavin Road (Portland, Oregon)

Reference our prior letters and Zuber Bros. Contractors' letter of July 5, 1979, enclosed is the "Assignment" of contract proceeds due or to become due Zuber Bros. Contractors, Inc. on this project. Kindly make your warrants payable to Zuber Bros. Contractors, Inc. and United Pacific, its surety, and mail them to United Pacific at the above address.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller
Robert L. Miller
Bond Claim Department

jc
Enc.

cc: Alice I. Zuber
Diana C. Zuber
William P. Zuber
Zuber Bros. Contractors, Inc.
Portland Bonds

RECEIVED
JUL 12 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
W. HEAD

[illegible] INSURANCE COMPANY RELIANCE INSURANCE COMPANY

ADDRESS CORRESPONDENCE TO: P. O. BOX 1216, TACOMA, WASHINGTON 98401

ASSIGNMENT

FOR VALUE RECEIVED, the undersigned, Zuber Bros. Contractors, Inc., 3600 S.E. 28th Portland, Oregon 97202 , hereinafter called Assignor, hereby assigns, transfers and sets over to the UNITED PACIFIC INSURANCE COMPANY, a Washington corporation, hereinafter called Surety, all monies now due or which may hereafter become due under the following described contract: State of Oregon, Department of Transportation, Highway Division, Contract #8489, S.W. Sheridan Street - S.W. Slavin Road, Portland, Multnomah County, Oregon, dated March 9, 1977.

Assignor hereby constitutes and appoints the United Pacific Insurance Company its true, lawful and irrevocable attorney-in-fact to demand, receive and enforce payments, to execute estimates, payment warrants, vouchers, drafts, and/or checks, and to give receipts, releases, satisfactions for, and to sue for all monies payable to the Assignor and this may be done either in the name of the Assignor or in the name of the Surety with the same force and effect as the Assignor could do if this assignment had not been made. Any and all monies or payments which may be received by the Assignor to which the Surety is entitled under and by reason of this Assignment will be received by Assignor as trustee for the Surety and will be immediately delivered in kind to Surety without commingling. Assignor hereby represents and warrants to the Surety that the monies above have not heretofore been alienated or assigned.

This Assignment is irrevocable and shall remain in full force and effect until its release in writing by Surety. Notice of this Assignment may be given at the option of the Surety. That the general nature of the business out of which such accounts arise or are to arise is contractor and such business is or will be carried on out of Portland, Oregon .

IN WITNESS WHEREOF, the Assignor has caused its name to be subscribed hereto this day of July, 1979 .

Zuber Bros. Contractors, Inc.

By William Zuber

SWORN AND SUBSCRIBED TO before me this 3rd day of July 1979.

Assignor hereby constitutes and appoints the United Pacific Insurance Company its true, lawful and irrevocable attorney-in-fact to demand, receive and enforce payments, to execute estimates, payment warrants, vouchers, drafts, and/or checks, and to give receipts, releases, satisfactions for, and to sue for all monies payable to the Assignor and this may be done either in the name of the Assignor or in the name of the Surety with the same force and effect as the Assignor could do if this assignment had not been made. Any and all monies or payments which may be received by the Assignor to which the Surety is entitled under and by reason of this Assignment will be received by Assignor as trustee for the Surety and will be immediately delivered in kind to Surety without commingling. Assignor hereby represents and warrants to the Surety that the monies above have not heretofore been alienated or assigned.

This Assignment is irrevocable and shall remain in full force and effect until its release in writing by Surety. Notice of this Assignment may be given at the option of the Surety. That the general nature of the business out of which such accounts arise or are to arise is contractor and such business is or will be carried on out of Portland, Oregon .

IN WITNESS WHEREOF, the Assignor has caused its name to be subscribed hereto this day of July, 1979 .

Zuber Bros. Contractors, Inc.

By William Zuber

SWORN AND SUBSCRIBED TO before me this 3rd day of July 1979.

Notary Public in and for the
State of Oregon ,
County of Multnomah

My commission expires 10-22-82

PLEASE TAKE NOTICE that monies due or to become due under the above referred to contract have been assigned to the undersigned and payments thereunder should be made to the Surety at the branch and address indicated below. Please return to the undersigned the enclosed copy of this notice showing the date of receipt and duly signed by the person acknowledging receipt on behalf of the above addressee.

Yours truly,

UNITED PACIFIC INSURANCE COMPANY
728 St. Helens Avenue
Tacoma, Washington 98402

By

Receipt and acceptance is hereby acknowledged of the above assignment, and a copy of the above mentioned instrument of assignment. These were received on

19

By

C-189 1-67

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

728 ST. HELENS AVENUE ■ TACOMA, WASHINGTON 98402 ■ AC 206 - 383-1481

July 9, 1979

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

C. W. Head
Commission Services

Dear Mr. Head:

United Pacific Bond U-976139
Principal: Zuber Bros. Contractors, Inc.
Obligee: State of Oregon, Department of Transportation
Contract: #8489, Southwest Sheridan Street - Southwest Slavin Road (Portland)

We acknowledge receipt of your July 5, 1979 letter informing us of the date of completion and acceptance of this project. We shall further appreciate your obtaining and sending to us a copy of the final or post-final estimate on this project reflecting the amounts due or to become due after the voucher for pay estimate #15 was paid. We have been informed there was some adjustment made on the matter of liquidated damages. Therefore, we would appreciate knowing the final amounts assessed in the way of liquidated damages and also the final moneys due or to become due on this contract.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller
Robert L. Miller
Bond Claim Department

jc

cc: Zuber Bros. Contractors, Inc.
Portland Bonds

RECEIVED
JUL 11 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8489 P

July 5, 1979

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8489 awarded to Zuber Bros. Contractors, Inc. for work on the S.W. Sheridan St.-S.W. Slavin Rd. (Portland) Section of S.W. 4th Avenue and S.W. Barbur Boulevard in Multnomah County was completed on February 14, 1979, and accepted by the State Highway Engineer on June 29, 1979.

As requested in your letter of June 28, 1979,* we will hold future payments on this contract.

You have been previously notified of the claims filed against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

CWH:kkr
cc: United Pacific Insurance Co.
Attn: Mr. Robert L. Miller
Bond Claim Department
P. O. Box 1216
Tacoma, WA 98401

Zuber Bros. Contractors, Inc.
3600 S.E. 28th
Portland, OR 97202

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek) Copy of letter given to Jim Kinns.
E. L. Hardt
C.H.

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

728 ST. HELENS AVENUE ■ TACOMA, WASHINGTON 98402 ■ AC 206 - 383-1461

June 28, 1979

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

C. W. Head
Commission Services

Dear Mr. Head:

United Pacific Bond U-976139
Principal: Zuber Bros. Contractors, Inc.
Obligee: Oregon State Highway Division
Contract: #8489, S.W. Sheridan Street -
S.W. Slavin Road - Barbur Boulevard Project

We acknowledge receipt of your June 22, 1979 letter regarding the above project and appreciate receiving the information which you forwarded. United Pacific, because of claims that have been filed, is taking steps to obtain an Assignment of the contract funds, including retained funds, due or to become due the contractor on this project. As soon as the formal Assignment is received, we shall send a copy to you for your acknowledgment and approval. In the meantime, please do not make any further payments to any parties on this contract without the express consent of United Pacific. As you already know, claims have been filed in excess of $34,000. We understand there may be additional claims filed shortly. So, your cooperation will be appreciated.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller

Robert L. Miller
Bond Claim Department

jc

cc: Zuber Bros. Contractors, Inc.

Noted on Card

Rec. 7/2/79
C.H.

NOTED
C. W. HEAD
7/5

Contract 8489

ROSS ISLAND SAND & GRAVEL CO.

June 26, 1979

Oregon State Highway Department
Accounting Department
438 Highway Building
Salem, Oregon 97310

Gentlemen:

Under a Security Agreement filed April 18th, 1978, all Accounts Receivable of Zuber Bros. Contractors were assigned to Ross Island Sand & Gravel Co.

I note that you are holding a retainage sum of $62,161.41 * for 1978 work. Could you please advise why this is still being held and when payment can be expected?

Sincerely yours,

ROSS ISLAND SAND & GRAVEL CO.

Reba R. Greenman
Reba R. Greenman
Credit Manager

rg

* 6-29-79
Notified Reba R. Greeman that actual retainage is only $22,374.41. In addition there will be a payment of $19,850.24. for a total payment to be made of $42,224.65.(1)
J.K.

RECEIVED
JUN 28 1979
CONTRACT ACCOUNTING

RECEIVED
JUN 27 1979
HIGHWAY ACCOUNTING

(1) Excludes $73.23 for subcontractors markup on EWO#1 Pending Contractors approval of price agreement for spec change.

4129 South East McLoughlin Blvd. · P.O. Box 02215 · Portland, Oregon 97202 · 236-2177

1-

8489

1-W

ROAD DESIGN SECTION 378-6558

J. B. Boyd
Manager, Right of Way

June 27, 1979

J. H. Versteeg
Road Design Engineer

File 50298-McClincy
S.W. Sheridan St.-S.W. Slavin Rd. Sec.
Pacific Highway West
Multnomah County

Attached is a description, an authorization, and prints for the subject project which required additional right of way for a retaining wall which already has been constructed.

ORIGINAL SIGNED BY
W. H. WAKERLIG

By:
W. H. Wakerlig
R/W Description Engineer

WHW:cj
Attachments

___Versteeg___
___Anderson___
___Christensen___
___Olson___
___Sullivan___
___Terpin___
___Trout___
___Wakerlig___

RECEIVED
JUN 27 1979
ROAD DESIGN
SECTION

file
Do Not File ☐
Return To___
Bring Up ___/___/___
Action___

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
May 8, 1979

Edward L. Hardt

FROM: EDWARD L. HARDT
Region Engineer

TO: HAL VERSTEEG
Head of Engineering

SUBJECT: SW Sheridan St.-SW Slavin Road Section
Multnomah County
Contract No. 8489
Additional Right of Way

As part of the work on the subject contract, a retaining wall was built on the west side of Barbur Blvd. between Bancroft St. and Viewpoint Terrace (see sheet No. 5A of the contract plans). This project was completed several months ago. Unfortunately, the wall was not constructed to the same alignment for which the right of way was purchased. The structure plans from which the wall was laid out shows it parallel to the "B" line, whereas I understand that the right of way was laid out and purchased using the "C" line. In any event, we now find that in the extreme the wall lies off of highway right of way by about two feet. This necessitates an additional right of way purchase.

I would appreciate it if you would arrange to have this property acquired. For this purpose attached you will find (1) a print of a drawing showing the property involved, (2) two sheets of property descriptions, (3) a copy of "Exhibit A", which is a description of the original property acquired, and (4) a copy of City of Portland Ordinance No. 134208.

We have attached a copy of the City Ordinance because a portion of the property needed lies on property which resulted from a street vacation. It may be that under the terms of this Ordinance the public does not have to buy this parcel, which we have shown as Parcel No. 4.

We understand that the present owner of this property is in the process of selling it, so there is some urgency in clearing up this problem. The data attached was prepared by Resident Engineer Jim Cochell's office, so any questions should be referred there.

ELH/cr
Attachments
cc Jim Cochell
    Hank Rodriguez
    Ken Rolfe

1 Versteeg ✓
Anderson
HV ✓ 2
Sullivan
3

RECEIVED
1_ 1979
ROAD DESIGN

NOTED
ROBERT R. ROUNDS
MAY 16 1979

8489

June 25, 1979

Zuber Bros. Contractors
3600 S.E. 28th Avenue
Portland, OR 97202

Gentlemen:

Time Extension Request
S.W. Sheridan St.-S.W. Slavin Road
Contract No. 8489

Your request for an extension of time in which to complete the above project has been given careful and extensive review. Most of the excess time used on this project appears to have been within your control and responsibility. There were, however, several items of delay for which additional time could be considered and a time extension of 198½ calendar days is hereby granted for utility delays (21 days); holiday stop work order (3½ days); added retaining wall (7 days); signal controller testing (23 days); signal head clearance revision (3 days); illumination pole alternations (4 days); illumination rewiring (4 days) and revised completion date of October 4, 1978, (133 days).

I am concerned with the amount of time required to complete this project, with the public being denied its use in a timely manner and with the excessive engineering costs expended by us due to the late completion.

There remains 271½ days of liquidated damages on this project. If you have further questions or need for discussion of this matter, please contact the Resident Engineer.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

OBJ:fr jh
bc: C. T. Keasey
Ed Hardt
James Cochell
Enrique Rodriguez
Robert Church
Richard Hacek

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Time Extension Request
S.W. Sheridan St.-S.W. Slavin Rd. (Barbur Blvd.)
FAP Nos. M-9341(1), TQF-9361(1)
Contract No. 8489
Multnomah County

DATE: June 19, 1979

In reply refer to: HFO.7-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed your description, evaluation, and recommendations for the subject project delays and concur with the 198-1/2 calendar day time extension.

We have noted that 21 calendar days are being granted for utility relocation delays by PGE. This caught our attention since there seems to be a growing number of such delays in recent years. While we do not propose any specific action for this project, we do suggest some procedural review be undertaken to combat this situation. We would appreciate receiving your viewpoint concerning this matter.

G. K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR

JUN 21 '79

REFER TO
Keasey

FOR

Info	Inves	R/D	O/R	Sign	Act	File
					X	

6-22
orig
fd

DATE: June 14, 1979

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
S.W. Sheridan St.-S.W. Slavin Road
Multnomah County,
Contract No. 8489
FAP No. M-9341(1), TQF-9361(1)

Zuber Bros. Contractors, Inc., contractor on the above project, has requested a 485 calendar day time extension. Significant contract dates and times are:

Contract awarded	March 9, 1977
Work started	April 20, 1977
Specified contract time	225 Calendar Days
Time used	695 Calendar Days
Work completed	February 14, 1979

The overrun of contract time on this project is of major proportions and the magnitude of the overrun makes precise analysis and evaluation most difficult.

The contractor requests 21 calendar days for utility delays; 60 calendar days for wall footing design delays; 10 calendar days for holiday and slide delays; and the remaining 394 calendar days for delays due to change orders, weather and electrical problems.

The contractor's request and other items that affected contract time are evaluated on the attached "Contract Time Analysis".

In summary, it is recommended that additional contract time be granted as follows:

Item	Time Recommended
Utility Pole Relocation	21 Calendar Days
Design Changes, Wall "A"	0
Holiday and Slide	3½ " "
Additional Wall	7 " "
Revise Strain Pole "J"	0
Relocate Pole "D"	0
Signal Controller Testing	23 " "
Signal Head Clearance Revision	3 " "
Illumination Pole Alterations	4 " "
Illumination Rewiring	4 " "
Revised Completion Date	133 " "
Total	198½ Calendar Days

Your concurrence in this time extension is requested.

Attachment
OBJ:fr jh
bc: C. T. Keasey
E. L. Hardt
James Cochell
Richard Hacek
Robert Church

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 12, 1979

FILE: CON 5 #8489

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
S.W. Sheridan St.-S.W. Slavin Rd.
Multnomah County
Contract No. 8489
FAP No. M-9341(1), TQF-9361(1)

Zuber Bros. Contractors, Inc., contractor on the above project, has requested a 485 calendar day time extension. Significant contract dates and times are:

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Holiday and Slide	3½ " "
Additional Wall	7 " "
Revise Strain Pole "J"	0
Relocate Pole "D"	0
Signal Controller Testing	23 " "
Signal Head Clearance Revision	3 " "
Illumination pole alterations	4 " "
Illumination rewiring	4 " "
Revised completion date	133 " "
Total	198½ calendar days

RECEIVED
STATE HWY ENGR
JUN 13 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

This is a Federal-aid project and a rough draft to the FHWA requesting their concurrence is attached.

A rough draft letter to the contractor is also attached.

OBJ:fr

Att.

cc: Ed Hardt
James Cochell
H. Rodriguez

CONTRACT TIME ANALYSIS

S.W. Sheridan - S.W. Slavin Rd.
Contract No. 8489

Item — Description, Evaluation and Recommendation

1. Utility pole relocation.

The contractor states that PGE was notified on March 29 and the conflicting poles were not moved until April 18, 1977, and this delayed the work 21 calendar days.

The contractor is correct. Although the time required by PGE to relocate their poles was not excessive, this did delay the start of the contractor's work until April 18. (Note that contract work actually began April 20, 1977). It is recommended that 21 calendar days be granted for this delay.

2. Design changes in re-steel for Wall "A".

The contractor claims a delay of 60 calendar days.

The horizontal dimensions shown on the plans for this wall were in error since the wall was on the inside of a horizontal curve. The error did not become evident until the re-bar was being placed. A portion of the re-bar was cut to length in the field and the remaining re-bar was revised by the steel supplier prior to shipment. Work on this wall was stopped by the State from May 9 to June 20, 1977. Construction of this wall was not critical to project completion at this time and other project work continued. At no time was work curtailed or the work force reduced due to this wall "A" revision. This item did not delay the project and no additional time is recommended.

3. Delay in pouring footing for wall "A" due to holiday and slide.

The contractor claims that he was ready to pour the footing for wall "A" on Friday, July 1 but was prevented from doing so by a shut down order preventing work during the 4th of July weekend, and that rains during this weekend caused an earth slide which delayed the pour of this footing until July 12, a delay of 10 calendar days.

A verbal stop work order was issued effective from noon Friday, July 1 to 8 a.m. Tuesday, July 5. This order prevented any work which required lane closures. Time was charged during this period. Rains during this weekend filled the footing excavation and saturated the surrounding material. The contractor's footing excavation operation resulted in an unshored vertical earth bank of approximately 14 ft. in height. The resultant slide damage is deemed to be the results of contractor negligence. Section 107.25 of the Standard Specifications states in part "Until final acceptance of the work under the contract, the contractor shall have the charge and care thereof and shall take every precaution against loss, injury or damage to any part thereof by the elements, by traffic or from any other cause ----". And, "In case of suspension of work from any cause whatever, the contractor shall be responsible for the project and shall take such precautions as may be necessary to prevent damage to the project ----."

It is therefore recommended that 3½ calendar days be granted due to the verbal stop work order for the 4th of July weekend, and that no time be granted for delays due to the earth slide.

4. Retaining wall added to project - extra work.

The contractor contends that the retaining wall added to the project under Price Agreement No. 5 delayed the project for 100 calendar days which delay was partly due to steel detailing delays.

Our records indicate that the approved price agreement was provided to the contractor on March 2, 1978; that work on the wall started May 1, 1978; that the re-steel was delivered to the project on May 3, 1978; that the wall was completed on May 6, 1978; and the wall was stripped on May 10, 1978. (Therefore time expended constructing the wall amounted to 7 calendar days.) Our records do not indicate a problem or delay in detailing or fabricating the re-steel for this wall. In fact, the steel supplier's records indicate that detailing was completed on March 14 and sent to their shop for fabrication and delivery on March 20, however, the delivery was delayed to May 3 at the request of the contractor. Other contract work remained to be done and was being done during this time period and this retaining wall did not delay the completion of other contract work. Therefore, the most time that can be justified for this work is the actual time required for construction, and 7 calendar days of additional contract time are recommended for this extra work.

5. Strain Pole "J" revised - extra work.

The contractor claims the project was delayed to December 7, 1978 by Price Agreement No. 4 - Revise Strain Pole "J". The number of calendar days claimed is not stated.

This strain pole had to be revised due to a necessary field adjustment. As in item 4 above, this work had no effect on other contract work remaining to be done and the only delay that might be attributable to this work is the actual time required to perform the work. In this case the added work, and added cost, of revising the strain pole amounted to off-site fabrication work in the supplier's plant. The pole was not installed twice. This revision did not delay the project and no additional time is recommended.

6. Relocate Pole "D" - extra work.

The relocation of this pole did not delay other contract work. Time actually used to do this extra work is estimated to be 2 calendar days and this time should be granted, however the work was actually performed on December 18, 1978 and February 14, 1979 and this time period is discussed under item No. 8. No additional time is recommended for this extra work.

7. Delays to electrical work.

a) The contractor, through his subcontractor, claims a delay of "one full year" due to traffic signal controller delays.

Delays in obtaining the signal controller were solely due to the subcontractor's supplier caused delays in delivery and, as such, are not excusable delays. However, the State imposed a requirement to have the controller tested in the State's environmental test chamber after the contract was awarded. The testing actually consumed 62 calendar days. The controller did not pass the first time and had to be retested. Testing began March 15 and was satisfactorily completed on May 16, 1978. This testing was not an original contract requirement and the controller could have been installed without this testing under the terms of the contract. Allowing 22 calendar days for the original testing and one day to return it to the project, it is recommended that 23 calendar days be granted for controller testing.

b) Delays due to signal pole arm design changes.

The contractor claims an unspecified amount of time due to extra work required to revise traffic signal heads to obtain desired vertical clearance.

Traffic signal poles, as specified, did not provide sufficient vertical clearance for the signal heads. Price Agreement No. 6, install "Astro-Bracks", was executed to correct this problem. It required 3 calendar days to install the "Astro-Bracks". It is therefore recommended that 3 calendar days be granted for this extra work.

c) Delays due to illumination pole alterations - extra work.

The contractor claims an unspecified amount of time for extra work on illumination poles.

Seven (7) existing poles were relocated and 5 new poles were installed per contract requirements. The City of Portland requested additional hand-holes and the addition of photo electric cells. This work was done as extra work and required work on 10 days, only 3 of which were prior to October 4, 1978 (See item No. 8). It is therefore recommended that 4 calendar days (3 x 1.4) be granted for this extra work.

d) Delays due to rewiring - extra work.

The contractor claims an unspecified amount of time due to rewiring required as extra work.

The illumination wiring was installed per the contract requirements with No. 10 wire. The City of Portland requested this be changed to No. 6 wire. This was done as extra work and required 4 workdays to complete, however, one day was after October 4, 1978 (See item No. 8). It is therefore recommended that 4 calendar days (3 x 1.4) be granted for this extra work.

8. Revision of second notification - completion of work.

The contractor claims that traffic resumed normal flow on September 5, 1978 and, therefore, this should be considered the "closing date" for the project instead of February 14, 1979. The contractor is requesting 163 calendar days for this reason.

On September 5, 1978, there remained miscellaneous cleanup work, work under extra work and all work under bid item No. 28, Impact Attenuator bid at $8,500.00. The bid item work was in fact not complete since this important item of safety remained to be constructed. The impact attenuator was completed on October 4, 1978 leaving only minor cleanup work and extra work (See items 6, 7c and 7d). It is therefore recommended that time charged from October 4, 1978 to February 14, 1979, a total of 133 calendar days be granted for this reason.

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Mar 21, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 225 days to 710 days, within which to complete our Contract No. 8489, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

Fisher Bros. Contracting Inc
Contractor

By

CONSENT OF SURETY

Date March 23, 1979

We, UNITED PACIFIC INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Gladys I. Grine
Attorney-in-fact
Gladys I. Grine

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8489 Contractor Zuber Bros. Contractors, Inc.

Highway Pacific Hwy. West (Barbur Blvd.)

Section SW Sheridan St. - SW Slavin Road

Kind of Work Grade, Pave, Sign, Signals, Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

Utility delays	21	Calendar days
Holiday stop work order	3½	" "
Added retaining wall	7	" "
Signal controller testing	23	" "
Signal head clearance revision	3	" "
Illumination pole alterations	4	" "
Illumination rewiring	4	" "
Revised completion date of October 4, 1978	133	" "
	198½	" "

Recommended for Approval:

Division Engineer

O. B. Jackmond
For
Construction Engineer ~~or~~ ~~Bridge Engineer~~

State Highway Engineer

Contract No. 8489

Project designation M-9341(1),TQM-9361(1)
State-Federal

Date awarded March 9,1977

Work started April 20,1977

Per cent completed 100% Feb. 14,1979
Date

No. of Workdays Allowed 225

No. of Workdays Used 695

No. of Added Workdays Requested 485

SP*6296-734

June 22, 1979

Mr. Bob Miller
United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Dear Mr. Miller:

This will confirm our telephone conversation today concerning the Zuber Bros. Contractors, Inc. Contract No. 8489, S.W. Sheridan Street-S.W. Slavin Road in Portland, Multnomah County.

This contract was completed on February 14, 1979, but has not yet been accepted by the State. At the present time, we are holding $22,374.41 on this contract.

As requested, we are attaching a copy of our current Voucher No. 15 dated October 5, 1978.

After talking to you, I found out that the acceptance date on this job may be set soon. Please let us know if you want us to hold future payments on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

CWH:kkr

Attachment

bc: C. T. Keasey
Jack Sollis
Dick Hacek

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

728 ST. HELENS AVENUE ■ TACOMA, WASHINGTON 98402 ■ AC 206 - 383-1461

June 22, 1979

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

C. W. Head
Commission Services

United Pacific Bond U-976139
Principal: Zuber Bros. Contractors, Inc.
Obligee: State of Oregon
Contract: #8489, Southwest Sheridan Street-
Southwest Slavin Road

United Pacific is surety on the bond relating to the above Public Works project. We have received information indicating two claims have been filed against the retained fund and bond; one by Attorney Diane C. Brock on behalf of Garris Construction Company in the amount of $571.30, and one by Attorney George Hanson on behalf of Olson Electric Co., Inc. in the amount of $31,346.29.

We would appreciate your informing us of the status of this project; i.e., the date of completion of the project and the date of acceptance of the project. Also, kindly advise the amount of contract funds, including retained funds, withheld by the State of Oregon on this project.

If the project has not been accepted by the State of Oregon, Department of Transportation, kindly advise if there is any specific reason why it has not been accepted. We should appreciate receiving a copy of the latest payment estimate received by the contractor on this job.

Prompt receipt of the information will enable us to investigate the claims, etc. Thanks again for your assistance.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

R L Miller

Robert L. Miller
Bond Claim Department
jc

RECEIVED
JUN 25 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ADDRESS CORRESPONDENCE TO: P. O. BOX 1216, TACOMA, WASHINGTON 98401

8481

June 18, 1979

Diane C. Brock
Attorney at Law
806 Southwest Broadway
Portland, OR 97205

Dear Ms. Brock:

We have received your letter of June 12, 1979, stating that your client, Garris Construction Company, has received no word from Zuber Bros. Contractors, Inc., or United Pacific Insurance Company concerning payment of their claim in the amount of $571.90.

As requested, we will notify you when this contract is accepted by the State.

A copy of your letter will be sent to the surety and prime contractor.

Sincerely,

C. W. Head
COMMISSION SERVICES

CWH:dda

cc United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Zuber Bros. Contractors, Inc.
3600 S.E. 28th
Portland, OR 97202

6-18-79
noted on
card

DIANE C. BROCK
ATTORNEY AT LAW
800 JACKSON TOWER
806 SOUTHWEST BROADWAY
PORTLAND, OREGON 97205

TELEPHONE (503) 224-1251

June 12, 1979

Mr. C. W. Head
State of Oregon
Highway Department
State Office Building
Salem, Oregon 97310

Re: My client: Garris Construction Company

#8489 -Zuber Bros-Contrs, Inc.

Dear Mr. Head:

I have received your letter of May 9, 1979, a copy of which is enclosed.

To date, Mr. Garris has received no word from United Pacific Insurance Company or Zuber Brothers regarding payment of his claim of $571.90.

I would appreciate hearing from you as to the acceptance of the contract by the State of Oregon.

Very truly yours,

Diane C. Brock

DCB:gd

cc: Augustus Garris

RECEIVED
[illegible] 18 1979
COMMI[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

MAY 10 1979

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO:

May 9, 1979

COPY

Diane C. Brock
Attorney at Law
600 Jackson Tower
806 S.W. Broadway
Portland, OR 97205

Dear Ms. Brock:

This will acknowledge receipt of your claim letter on behalf of Garris Construction Company indicating that Zuber Bros. owes them $571.90.

From the description given in your letter, this appears to be in reference to the Zuber Bros. Contractors, Inc. Contract No. 8489, S.W. Sheridan Street-S.W. Slavin Road (Portland) Section in Multnomah County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing.

This contract was completed on February 14, 1979, but has not yet been accepted by the State. Please advise this office when this claim has been satisfied.

Sincerely,

C.W. Head
C. W. Head
COMMISSION SERVICES

CWH:kkr
cc: United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Zuber Bros. Contractors, Inc.
3600 S.E. 28th
Portland, OR 97202

FORM 731-0027

8489

5361

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO:

RECEIVED
JUN 15 1979
NORMA PAULUS
SECRETARY OF STATE

FILED
JUN 15 1979
NORMA PAULUS
SECRETARY OF STATE

June 14, 1979

George I. Hansen
Attorney at Law
1000 S.W. Third Avenue
Portland, OR 97204

Dear Mr. Hansen:

This will acknowledge receipt of a Notice of Claim on behalf of Olson Electric Co., Inc., indicating that Zuber Bros. Contractors owes them $31,346.29 for labor and materials.

This appears to be in reference to the Zuber Bros. Contractors, Inc., Contract No. 8489 for work on the S.W. Sheridan Street-S.W. Slavin Road Section in Multnomah County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been satisfied.

As requested, we are enclosing a certified copy of the contract and bond covering this project.

NOTED ON CARD
6-19-79
dda

Sincerely,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

RECEIVED
JUN 19 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:dda
Enc.

cc United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Zuber Bros. Contractors, Inc.
3600 S.E. 28th
Portland, OR 97202

bc Secretary of State ✓ - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

FORM 731-0027

GEORGE I. HANSEN
ATTORNEY AT LAW

TELEPHONE 503-224-5445

1000 S W. THIRD AVENUE
PORTLAND, OREGON 97204

June 4, 1979

Re: NOTICE OF CLAIM

TO: Oregon State Highway Department

ADDRESS: Contract Payment Department
Auditor
Highway Building
Salem, Oregon

NOTICE IS HEREBY GIVEN That the undersigned Olson Electric Company, Inc. has a claim for labor and materials - electrical subcontract as subcontractor for Zuber Brothers Contractors under Contract No. 8489, in the sum of Thirty One Thousand Three Hundred Forty Six Dollars and Twenty-Nine Cents ($31,346.29) against the bond taken from United Pacific Reliance Insurance Companies as principal and Zuber Brothers Contractors on work done on job described as SW Sheridan, SW Slavin and Pacific Highway West.

Name of Claimant: Olson Electric Co., Inc.

By: ____________________

Title: Secretary

Address: Post Office Box 830
Vancouver, Washington 98666

Please make your response to George I. Hansen at the letter head address.

Very truly yours,

GEORGE I. HANSEN

GIH/las

RECEIVED
COMM[illegible] [illegible]VICES
DEPARTMENT OF TRANSPORTATION

V. E. [illegible]

RECEIVED
JUN 6 1979
HIGHWAY ACCOUNTING

GEORGE I. HANSEN
ATTORNEY AT LAW

TELEPHONE 503-224-5445

1000 S. W. THIRD AVENUE
PORTLAND, OREGON 97204

June 4, 1979

Re: Application and Affidavit for Copy of Contract and Bond

TO: Oregon State Highway Department

ADDRESS: Contract Payment Department
Auditor
Highway Building
Salem, Oregon

Description of public improvement: Contract No. 8489, located at SW Sheridan, SW Slavin and Pacific Highway West, Zuber Brothers Contractors are prime contractor.

Pursuant to ORS 279.512 and 279.515, the undersigned hereby applies for a certified copy of the contract and bond for and in connection with the public improvement described above, and furnishes Affidavit which is attached hereto.

Joe Olson

Applicant: Olson Electric Company, Inc.
Address: Post Office Box 830
Vancouver, Washington 98666

STATE OF OREGON)
) ss.
County of Multnomah)

Joe Olson, being first duly sworn, says: I am the Secretary of applicant named in the foregoing application; that the applicant has supplied labor and materials for the prosecution of the work involved in the construction, alteration or repair of the public improvement mentioned in the application; that the applicant has a claim or account for the performance of such labor (furnishing of such material) which has not been paid.

Joe Olson

Subscribed and Sworn to before me this 4th day of June, 1979.

Notary Public for Oregon
My Commission expires: 11/11/82

RECEIVED
[illegible] 8 [illegible]
COM[illegible] [illegible]
DEPARTMENT OF TRANSPORTATION

5-18-79

NARRATIVE REPORT

SW Sheridan St. - SW Slavin Rd.
Pacific Hwy. West (Barbur Blvd.)
Contract No. 8489 FA M-9341(1) & TQM-M-9361(1) Prefix 26-1090
Multnomah County

This was a Federal-Aid Urban Highway Project consisting of construction of concrete retaining walls, sidewalks, curbs, driveways and islands; installation of signs, signals, illumination and a relativly small amount of grading and paving.

The contract was awarded on March 9,1977, to Zuber Bros. Contractors, Inc. of Portland, Oregon, with a low bid of $425,686.00. Work on the project began on April 20,1977 and was completed on February 14,1979. The specified time for completion was 225 calendar days, or November 1,1977. With no time extension the project overran 470 days, or 209%. The contractor is preparing a time extension request.

The contractor began his work at SW Hooker St., on the north end of the project. The construction of sidewalks, curbs, driveways and retaining walls between SW Hooker St. and SW Lane St. went very smoothly with only an occaisional minor problem or delay. This work was all within the first section of the project, designated M-9341(1).

With the beginning of work in the second section, from SW Lane St. to SW Slavin Road, major problems and delays began. The first of these being the delay in obtaining the required signal equipment from the supplier followed by the subsequent double failure of the equipment during testing. The equipment was finally passed and accepted by Salem on May 16,1978.

Another delay was caused by the collapse of a 14 Ft. vertical dirt face behind the northerly end of retaining wall 'A'. As a result of this collapse approximately 50 Ft. of forming for the wall was destroyed in addition to all the rebar and forming for 50 Ft. of footing. A 15-20 Ft. tall ornamental tree, and part of the landscaped area and concrete walks immediately above the wall were also lost. The southerly end of this wall had to be revised in order to conform to the ground after Barbur was widened.

There was an 18% overrun on the AC caused by a very irregular surface and an inconsistant super. A substantial amount of material was used to ease the adverse super in the northbound, outside lane.

The section of Barbur between SW Whitaker and SW Lane Sts. should have had provisions for an overlay. Adding the bus lane has crowed the outside travel lane out to where vehicles are now traveling in the gutter. The bus lane has a badly patched over section extending for most of the length of this part, where the City removed an old concrete divider. The ride is quite rough.

From SW Lane St. to just north of SW Bancroft St. also was in need of overlaying and a General Services contract was let to do this.

SW Bancroft St., both east and west of Barbur, is quite steep. Widening through this intersection effectivly steepened Bancroft, on the west, to a point where longer wheel-based vehicles can no longer negotiate the "sag" vertical and some automobiles have left scrape marks on the pavement where the bumpers dragged.

In retrospect, future projects of this type should have much more attention given to such things as roadway condition, inlet and manhole adjustment, the grades of intersecting streets and drives and how widening will affect them.

The apparent lack of adequate consideration given to these items resulted in grade problems with city streets, as exemplified by SW Bancroft St. It would seem that grade problems of this sort could be more efficiently dealt with at the location stage rather than relying on "off-the-cuff" solutions during construction.

As far as inlets are concerned; this should have been a bid item. The widening done to accommodate the bus lane forced the outside lane of traffic to drive in what was the gutter and/or parking area. It became necessary to write a price agreement to cover the needed adjustments.

The concept of a reversible, peak-hour, bus lane for Barbur Blvd. was based on a successfully operating facility of this type in use in Miami, Florida.

Time studies show a savings of two minutes plus, during peak hours. The concensus of the few drivers spoken to is generally favorable, with one major complaint. Exiting from the bus lane at the south end has a very high potential for causing a serious accident. Evening traffic, southbound, is quite heavy and the process of cutting through two lanes of heavy traffic in order to use the Slavin Road exit can be very hazardous. Tri-Met has held driver's meetings where this was a specific topic of discussion. The apparent solution is for buses to leave the express lane approximately one-quarter mile in advance of the Slavin exit so there is more time to merge into the desired lane.

Extending this facility out to the transit station near SW Capital Hwy. would very likely be of considerable benefit.

A request for an extension of time is being prepared by the contractor. No other claims are anticipated.

STATEMENT OF OVER/UNDERRUNS

SW Sheridan St. - SW Slavin Road
Barbur Blvd. Bus Lane
Pacific Hwy. West
Multnomah County M-9341(1)
Contract: 8489 Prefix: 26-1090 F.A. TQM-M-9361(1)

ITEM	ORIGINAL AMOUNT INCLUDES ADD. AUTH.	SEMI-FINAL EST.	% + or -
Contract Bid Items	$425,698.00	$455,323.44	+6.96
Anticipated Items	25,600.00	34,912.84	+36.38
Contingencies	20,307.87	0	---
Engineering	79,999.74	99,160.00	+23.95
P.A. #1,2,4,5,6,7,8,9	---	17,604.83	---
Credit for Original Pole "J"	---	-2,763.00	---
Credit for Non-Spec. Asph. Conc. Mixture	---	-872.14	---
S.F.O. #2	---	42.92	---
E.W.O. #1	---	450.00	---
Liquidated Damages	---	-47,000.00	---
TOTAL CONTRACT COSTS	$551,605.61	$556,858.69	+0.95

STATEMENT OF OVER/UNDERRUNS

SW Sheridan St. - SW Slavin Road
Barbur Blvd. Bus Lane
Pacific Hwy. West
Multnomah County M-9341(1)
Contract: 8489 Prefix: 26-1090 F.A. TQM-9361(1)

Item No.	Item	Unit	Contract Amount	Final Amount	%±
1 -	Mobilization	Lump Sum	100%	100%	0
2 -	Temporary Protection & Direction of Traffic	" "	100%	100%	0
3 -	Temporary Signs	Sq. Ft.	480	679	+ 41
	Some signs were lost when a portion of the 'A' wall collapsed and had to be replaced. Additional signs were used during the clean-up of the collapsed wall. In addition there were several work areas frequently in operation at the same time, which increasde the number of signs needed.				
4 -	Temporary Barriers	Each	2	2	0
5 -	Flagging	Hours	320	730	+ 128
	In addition to the unusually long time this job ran, the contractor's activities were frequently segmented into several areas of work, each requiring at least one flagman and occasionally as many as three.				
6 -	Clearing/Grubbing	Lump Sum	100%	100%	0
7 -	Removal of Strs. and Obstructions	Lump Sum	100%	100%	0
8 -	General Excavation	Cu. Yd.	1,700	2,388	+ 40
	This overrun was evidently due to more detailed sections being taken for pay quantities. Construction sections show pay quantities from Sta. 10± to Sta. 36±, that were not included in the original estimate and also revealed more material to be removed from Sta. 45± to Sta. 60± than had been estimated.				
9 -	Structural Exc.	Cu. Yd.	1,650	1,442	- 12
	The original ground intersected the back of several walls lower than was shown on the location sections, resulting in less excavation.				
10 -	Special Backfill	Cu. Yd.	130	149	+ 15
	The additional 19 yards used was primarily due to the collapse of the dirt bank behind the 'A' wall. After the collapse there was no longer a vertical slope to fill against.				
11 -	1" - 0 Aggregate	Cu. Yd.	400	489	+ 22
	Additional material was used to fill in where the existing concrete traffic dividers were removed, in those areas at SW Bancroft and at SW Viewpoint Terrace where pavement had to be removed and to stabilize the ground under a portion of the 'B' wall.				

Overrun Underrun Statement
Barbur Blvd. Bus Lane
Contract No. 8489

Item No.	Item	Unit	Contract Amount	Final Amount	% ±
12 -	C-Mix The existing surface of Barbur Blvd. was quite uneven. Additional material was needed for leveling and to establish an approximately uniform super across the entire roadway.	Ton	1,700	2,004	+ 18
13 -	Asphalt in Mix Penalty assessed for non-spec. mix.	Ton	110	101	- 8
14 -	Concrete in Walls	Cu. Yd.	834	845	+ 1
15 -	Reinforcement A 50'-60' section of wall 'A' was formed and ready to pour when the dirt bank behind the wall slid out, crushing forms and distorting the rebar. The section had tp be rebuilt. Wall 'A' was also lengthened by 15' and wall 'C' was increased in length by 7'±.	Lbs.	54,380	88,232	+ 62
16 -	8" Sewer Pipe Additional was used to drain a low spot behind the 'A' wall that was causing a basement to flood.	Lin. Ft.	40	155	+ 287
17 -	Type 'P' inlets	Each	4	4	0
18 -	Cap Inlets	"	4	4	0
19 -	CL-5R Chainlink Fence	Lin. Ft.	410	420	+ 2
20 -	Concrete Walks	Sq. Yd.	1,540	1,484	- 3
21 -	Concrete Drives Several drives were wider than shown and some were not shown on the plans at all.	Sq. Yd.	75	109	+ 45
22 -	Sidewalk Ramps One ramp was not needed.	Each	3	2	- 33
23 -	Concrete Curbs Some of the existing curb was in poor condition and had to be replaced to fit the new walks.	Cu. Yd.	75	86	+ 15
24 -	Concrete Islands	Cu. Yd.	30	34	+ 14
25 -	Adjust Manholes City of Portland wanted to do their own adjusting.	Each	3	1	- 67
26 -	Type 1, Crystal Traffic Markers Markers were installed as shown on plans. Item appears to have been slightly over-estimated.	Each	870	739	- 15

Overrun Underrun Statement
Barbur Blvd. Bus Lane
Contract No. 8489

Item No.	Item	Unit	Contract Amount	Final Amount	% ±
27	Type 1, Yellow Traffic Markers	Each	980	953	- 3
28 thru 37 are all lump sum items.					
38	Type 'C' &'D' Signs	Sq. Ft.	835	854	+ 2
39	Type 'EE' Signs	Sq. Ft.	15	12	- 1
40	Type 'H' Signs Installed in accordance with the plans.	Sq. Ft.	110	146	+ 33
41 - 48 are all lump sum items.					
PA #1 - PA #11 are all either lump sum or documentation.					

REFERRED TO

___Beard ___Steudenmeyer___ 7
___Cole ___Sample___
___Erikson ✓ ___Watson___ 1
___Hager ___Dorn___ ___Leu___
Return Discuss [✓ Do] File Copy Due___
BY FINAL DESIGN ENGINEER

Prepare Hrg acknowledgment.

___Versteeg___
___Anderson___
1 Christensen Doc
___Olson___
___Sullivan Copy
___Terpin___
___Trout___
___Wakerlig___

RECEIVED
APR 0 6 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To___
Bring Up___/___/___
Action___

8489 5352 8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO:

May 9, 1979

FILED
MAY 10 1979
NORMA PAULUS
SECRETARY OF STATE

Diane C. Brock
Attorney at Law
600 Jackson Tower
806 S.W. Broadway
Portland, OR 97205

RECEIVED
MAY 10 1979
NORMA PAULUS
SECRETARY OF STATE

Dear Ms. Brock:

This will acknowledge receipt of your claim letter on behalf of Garris Construction Company indicating that Zuber Bros. owes them $571.90.

From the description given in your letter, this appears to be in reference to the Zuber Bros. Contractors, Inc. Contract No. 8489, S.W. Sheridan Street-S.W. Slavin Road (Portland) Section in Multnomah County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing.

This contract was completed on February 14, 1979, but has not yet been accepted by the State. Please advise this office when this claim has been satisfied.

RECEIVED
MAY 10 8 45 AM '79
SECRE

Sincerely,

C. W. Head

C. W. Head
COMMISSION SERVICES

NOTED ON
5-16-79 dda

NOTED
C. W. HEAD

CWH:kkr
cc: United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Zuber Bros. Contractors, Inc.
3600 S.E. 28th
Portland, OR 97202

RECEIVED
MAY 11 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓ Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

FORM 731-0027

DIANE C. BROCK
ATTORNEY AT LAW
600 JACKSON TOWER
806 SOUTHWEST BROADWAY
PORTLAND, OREGON 97205

TELEPHONE (503) 224-1251

May 2, 1979

Mr. C. W. Head
State of Oregon
Highway Department
State Office Building
Salem, Oregon 97310

Re: My client: Garris Construction Company
Subcontractor: Zuber Brothers, Portland, Oregon
Barbur Blvd. Job

Dear Mr. Head:

I represent Garris Construction Company at 9539 N. Decatur, Portland, Oregon, 97203.

Approximately two years ago, Mr. Garris commenced and completed subcontract work for Zuber Brothers on the above-captioned job for the State of Oregon. The job had been completed in its entirety, however, Zuber Brothers continues to withhold the sum of $571.90, belonging to my client which had been previously withheld as a 10% retainage.

Mr. Garris advises me that Zuber Brothers has informed him that they do not have the money to pay this sum and therefore I am formally requesting that a claim be lodged against the Zuber Brothers bond in connection with this matter.

I am enclosing for your information, a sheet showing the computations relating to the retainage figure requested.

Should you need any further information, please do not hesitate to contact me.

Very truly yours,

Diane C. Brock

RECEIVED
MAY 4 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DCB:gd
cc: Augustus Garris

NOTED
C. W. HEAD

[illegible]

	1	2	3	4	5 [illegible]	6 Price	7 TOTAL
[illegible]						3/10/79	
ITEM 76	[illegible]				739	3.38	$ 2497.82
ITEM [illegible]					[illegible]	[illegible]	3221.14
							5718.96
10% [illegible]							571.90
							5147.06
Previous payment							5000.00
Pd.							$ 147.06

8489

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION SW Sheridan St. - SW Slavin Road (Portland)	WEEK ENDING 3/17/79
		SECTION PREFIX 26-1090
	HIGHWAY Pacific Hwy. West (Barbur)	COUNTY Multnomah
NAME OF JOB SW Sheridan - SW Slavin Road (Portland)	KIND OF WORK Grade, Pave, Signs, Signals, Illumination	
CONTRACTOR Zuber Bros. Contractors, Inc.	CONTRACT NUMBER 8489	FEDERAL AID PROJECT NUMBER M-9341(1) TQM-M-9361(1)
DATE OF CONTRACT 3/9/77	DATE WORK STARTED 4/20/77	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 225	CALENDAR DAYS USED 695
PROJECT AUTHORIZATION: $551,606.00	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 309
EXCLUSIVE OF ENGINEERING: $471,606.00	AUTHORIZATION $80,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $457,698.89	COST TO DATE $99,115.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 83
ESTIMATED PERCENT: UNDERRUN 3 %	PERCENT OF AUTHORIZATION 124 %	DATE PROJECT WAS COMPLETED: 2/14/79

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Conc. Walls	C-Mix
100	100	100	100			100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS		PAVING
MILES IN PROJECT	0.98	0.98			0.29
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.98	0.98			0.29
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,700 CY	400 Tons		834 CY	1,700 Tons
TOTAL QUANTITIES CORRECTED TO DATE	2,420	476		834	2,004
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,420	476		834	2,004
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
MAR 19 1979
CONSTRUCTION
BRANCH

Jackmond
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

K
9
7

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project complete. Second notification submitted. Semi-final submitted.

Last report for this project.

cc: Construction
FHWA
Region
Rodriguez
File

SIGNED J. W. Cahill LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8489 8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 26, 1979

FILE: CON 5 #8489

MDGlenn

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO THE FILES

SUBJECT: S.W. Sheridan St.-S.W. Slavin Rd.
(Portland)
FAP No. M-9341(1) & TQM-M-9361(1)
Contract No. 8489
Recomputed Price Adjustment for
Non-Spec. Class "C" A.C. Mixture

The price adjustment for non-spec. Class "C" A.C. mixture has been recomputed in accordance with our March 1978 agreement with the FHWA:

Bid Item	Amount P.A. #11	Recomputed Amount
#12 - Class "C" A.C. Mixture	$754.74	$872.14

The difference in amount is $117.40. The amount to be credited to the project on a nonparticipating basis is $58.70.

MDG:fr

Att.

cc: H. S. Coulter
FHWA/Att.
Marion Craft
James W. Cochell
Bob Church/Att.
John Jenkins
Jim Kinns - Accounting
Test File

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JAN 26 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-1191 (Rev. 5/77)

OREGON STATE
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-22-79	CC1962		26-2549-295

BILL TO: Code:

City of Portland
400 SW 6th Ave.
Portland, Oregon 97204
Attn: John Lang, Highway Co-Ord.

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial Transfer of the Advance Deposit for the Right-of-Way on S.W. Sheridan St.-S.W. Slavin Rd. of Pacific Hwy. West. FAU 9361.			

Advance Deposit Amount	$ 2,650.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 2,650.00
Transfer to Highway Fund	$ 2,150.00
Refund Due	$ --

Amount Due . . . . . $

Partial or final request for billing Partial

Number of the previous request in connection with this service. 0

Submitted by:
Fred Hildebrandt
Fred Hildebrandt

Approved:

SP*35736-734

8457 D

STATE OF OREGON **INTEROFFICE MEMO**

ODOT METRO 238-8226
DEPT. TELEPHONE

TO: E. L. Hardt
Region Engineer

DATE: December 1, 1978

FROM: R. N. Bothman Bot
Administrator

SUBJECT:

Please find attached summary of findings dated November 28 and Tri-Met memorandum dated October 5 relative to operation of the Barbur Boulevard Bus Lane.

The summary provides information recently released indicating the benefits that the bus lane is providing to the transit service.

The second memorandum does lay out three operation problems and proposed modifications. I suggest that you consider the proposed modifications. I do suggest you consider modifications to the traffic light at Barbur, although I have some question whether this would be of much benefit due to the acceleration of the bus versus the auto.

Consideration should be given to modify the lane striping. I feel we should stick with the standard striping. I do not feel that monies are justified for a major removal of the existing striping.

I suggest that you do consider additional signs, "YIELD TO MERGING BUSES". We don't use the word please.

The last recommendation to modify the left turn from Hamilton to Barbur to provide for a double left turn should be considered. I have no ideas on this recommendation.

I have also received some concern from the press (actual riders of the buses) that the left turn movements across the bus lane during the peak hour is hazardous. By copy of this memo, I am asking Don Bergstrom to follow up that concern and more specifically to request additional enforcement of the no left turn prohibition during the peak hours.

I received a second concern from an auto user of the congestion which is occurring at Barbur and Sheridan. By copy of this memo, I am suggesting that Don Bergstrom review the operation of that intersection.

ke

Attachment

cc: F. B. Klaboe
Don Bergstrom

RECEIVED
DOT OPERATIONS
[illegible] 0 '78
[illegible] TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

SUMMARY OF FINDINGS

BARBUR BOULDVARD BUS LANE EVALUATION

In order to assess the impact of the Barbur Boulevard Bus Lane on transit operations, a technical evaluation was undertaken between Friday, October 13, and Wednesday, October 18, 1978. Data collected during the evaluation included bus volumes, bus travel times, passenger loadings, and a complete traffic count at the intersection of Barbur Boulevard and Hamilton Avenue. The data was analyzed and is summarized below and on the attached graphs.

Summary of Findings.

- The bus lane has improved schedule reliability by eliminating unnecessary delays due to traffic congestion.
- The average bus travel time savings during the peak period (4:00 - 6:00 p.m.) was 1.5 minutes, with travel time savings of over five minutes during the most congested periods.
- There is a 35% reduction in passenger travel time for transit patrons using the bus lane.
- An average of 33 buses use the bus lane during the peak period; 26 buses use the regular traffic lanes.
- Over 1,500 bus passengers are carried in the bus lane during the peak period, and over 750 are carried in buses using the regular traffic lanes.
- No measurable disruption in auto traffic has occurred, even though auto traffic volumes have increased since the project was initiated.

RH/dp
11/28/78

Attachment

CALC BY Ron Higbee DATE 10/27/78

CHECK BY DATE

Av age Bus Travel Times

50

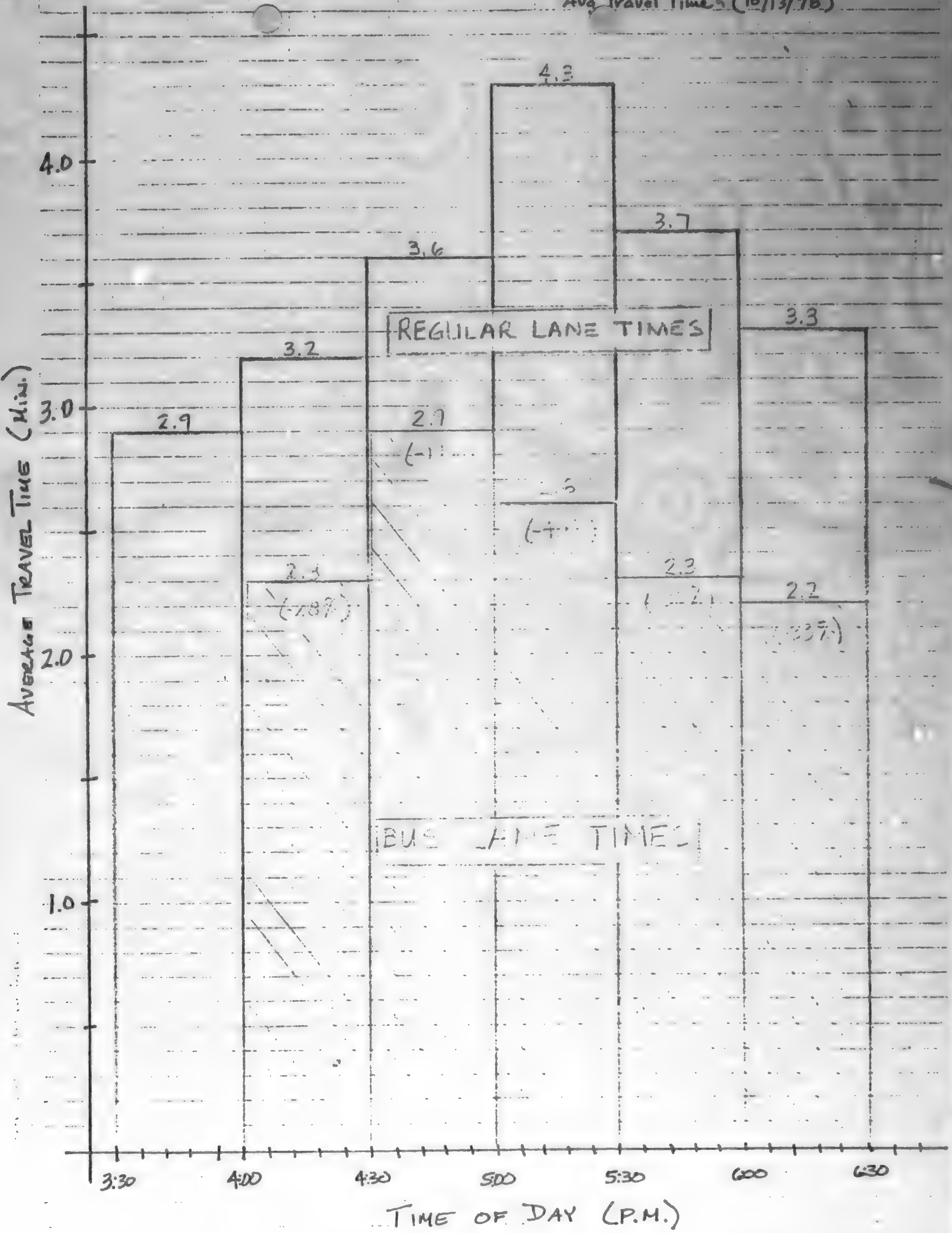
NOT MICROFILMED ORIGINAL DOCUMENT IN FILE

003939

KEY

CHECK BY K. Higuee DATE 10/23/78

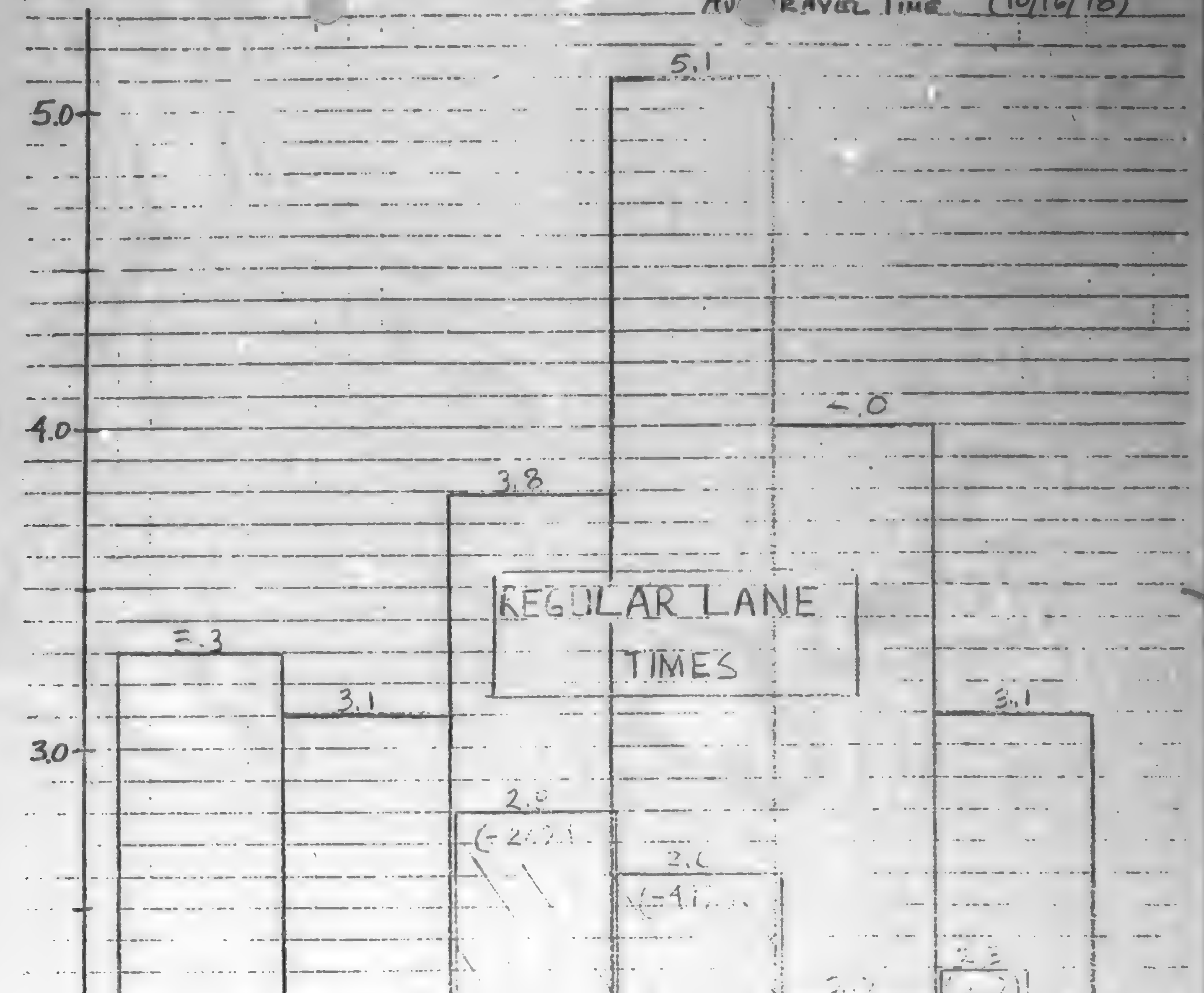
Avg Travel Times (10/13/78)



CALC. BY Ron Higbee DATE 10/27/78

CHECK BY

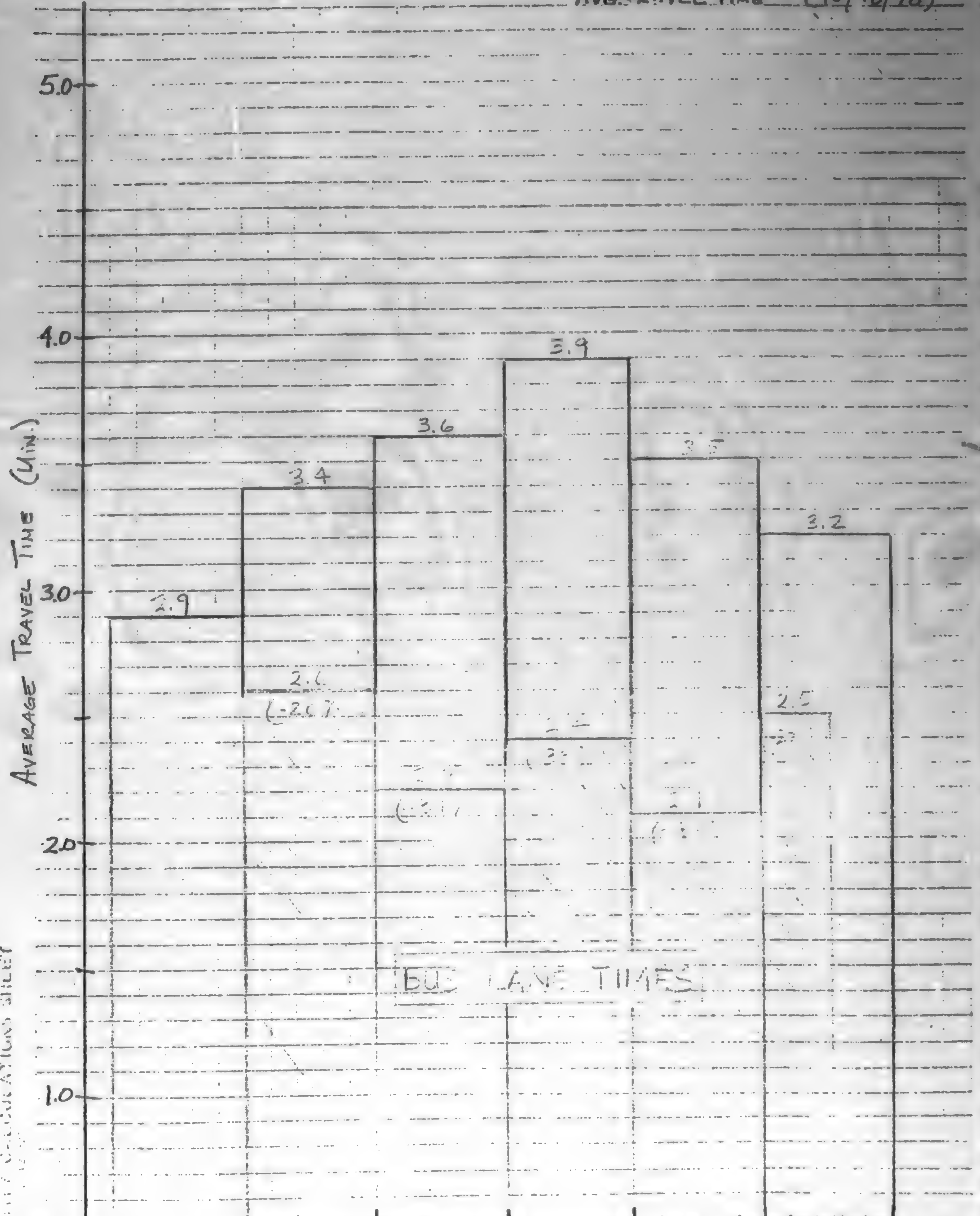
Av Travel Time (10/16/78)



QUANTITY CALCULATIONS SHEET

CALC BY Ron Hig[illegible] DATE 10/27/78

AVG. TRAVEL TIME (10/18/78)



CHECK BY K. Higbee

DATE 11/1/78

Passenger Travel Times Friday 10/13/78

	Line #	(4:00 to 6:00) Average # Passengers per bus	Number of buses	Total # Passengers	(4:00 to 6:00) Average Bus Travel Time (min)	Total Passenger Hours of Travel Time
REGULAR SERVICE	1	38	5	190	3.7	11.7
	41	22	6	132	↓	8.2
	42	36	4	144	↓	8.9
	43	35	4	140	↓	8.6
	55	34	3	102	↓	6.3
			22	708		~~43.6~~ 43.7
EXPRESS SERVICE	44	52	12	624	2.5	26.0
	45	40	6	240	↓	10.0
	54	46	6	276	↓	11.5
	56	42	9	378	↓	15.8
			33	1518		63.3

Passenger Hours Saved =

$$= \left(\frac{3.7 - 2.5}{60}\right) \times 1518$$

= 30.4 passenger hours

32% reduction in travel time

CALC BY R. Higbee DATE 11/1/78

CHECK BY DATE

Passe[illegible]r Travel Times Mon 10/16/78

[illegible] ATIONS SHEET

	Line #	(4:00 to 6:00) Average # Passengers per bus	Number of buses	Total # Passengers	(4:00 to 6:00) Average Bus Travel Time (min)	Total Passenger Hours of Travel Time
REGULAR SERVICE	1	38	5	190	4.0	12.7
	41	22	6	132	↓	8.8
	42	36	4	144		9.6
	43	35	5	175		11.7
	55	34	3	102		6.8
			23	743		49.6
EXPRESS SERVICE	44	52	12	624	2.4	25.2
	45	40	6	240	↓	9.7
	54	46	6	276		11.2
	56	42	8	336		13.6
			32	1476		59.7

Passenger Hours Saved:

$= \frac{(4.0\text{ min} - 2.4\text{ min})}{60\text{ min/hr}} \times 1476\text{ pass}$

$= \frac{(1.6\text{ min})}{60\text{ min/hr}} \times 1{,}476\text{ passengers}$

$= \underline{\underline{39.4\text{ passenger hours}}}$

40% reduction in travel time

[illegible] SHEET

CHECK BY K. Higbee DATE 11/1/78

Passenger Travel Times Wed 10/18/78

	Line #	(4:00 to 6:00) Average # Passengers per bus	Number of buses	Total # Passengers	(4:00 to 6:00) Average Bus Travel Time (min)	Total Passenger Hours of Travel Time
REGULAR SERVICE	1	38	5	190	3.6	11.4
	41	22	6	132		7.9
	42	36	4	144		8.6
	43	35	5	175		10.5
	55	34	3	102		6.1
			23	743		44.5
EXPRESS SERVICE	44	52	12	624	2.3	23.9
	45	40	6	240		9.2
	54	46	6	276		10.6
	56	42	8	336		12.9
			32	1476		56.6

Passenger hours saved:

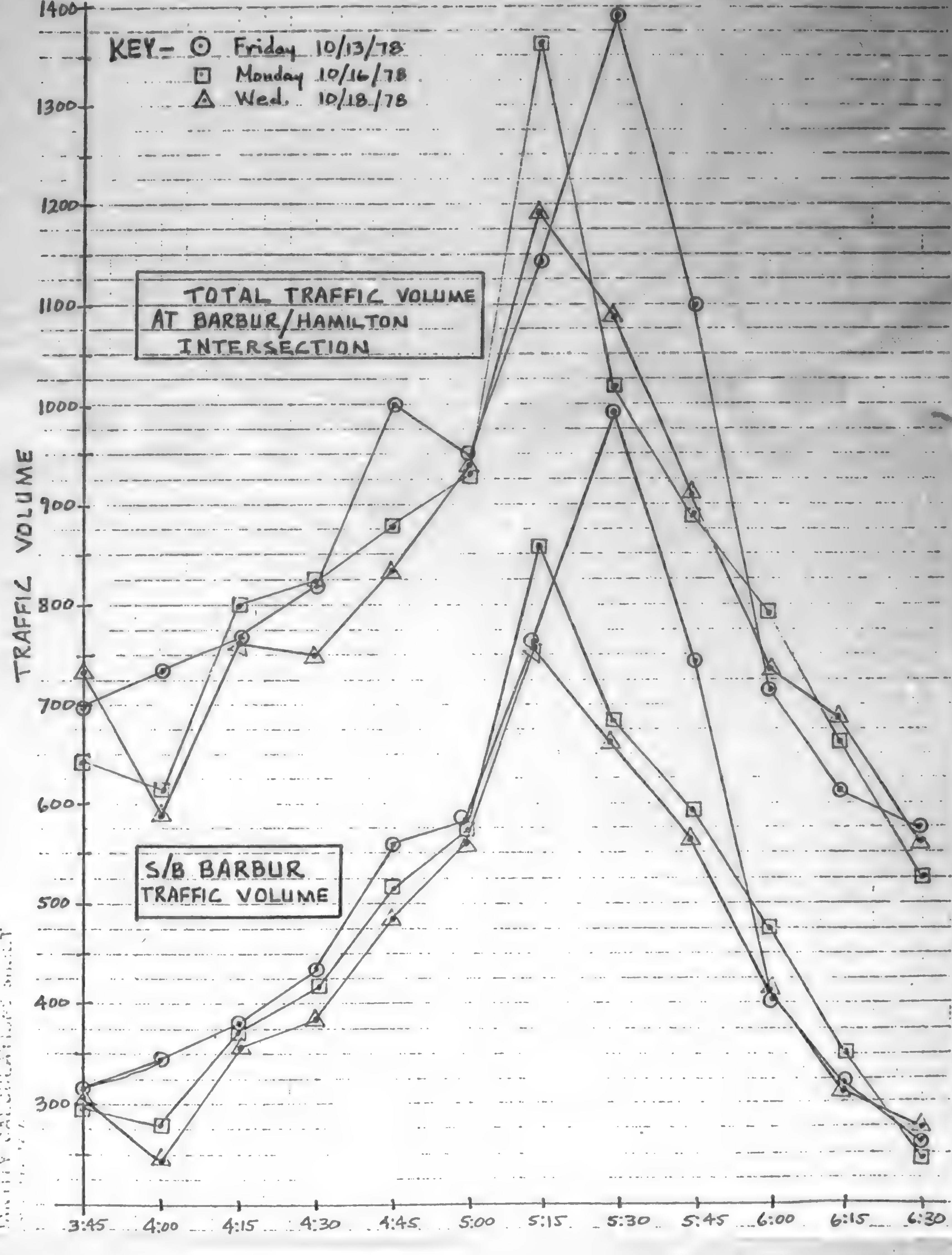
$$= \left(\frac{3.6 - 2.3}{60}\right) \times 1476$$

= 32.0 passenger hours

36% reduction in travel time.

CALC BY R. Higbee DATE 11/1/78 Traf Volumes

CHECK BY DATE



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TO

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
District 2A - Sylvan
October 5, 1978

C. T. Flink

FROM: C. T. Flink
Assistant District Engineer

SUBJECT: Barbur Boulevard Bus Lane

TO: E. L. Hardt
Region Engineer

At your request I observed the traffic on Barbur Boulevard between S.W. Sheridan Street and S.W. Slavin Road during the morning and evening peak hours. The following is a summary of my observations.

Wednesday, Sept. 20, 1978 - 7:40-8:10 AM
Twelve buses northbound.
Seven in bus lane; five in right lane picking up passengers.
No private passenger vehicles in bus lane.

Monday, Sept. 25
At Slavin Road - 4:35-5:00 PM
Six buses; two made right turns at Slavin Road. One of these had trouble making the transition from the bus lane. The other was already in the right lane. Three other buses used the bus lane continued south on Barbur. One used the right lane at least from Hamilton Street south.

At S.W. Whiteaker Street - 5:05-5:15 PM
Six buses; three were using the bus lane. Two were in the right lane picking up and discharging passengers. One was using the left travel lane. Four private vehicles made left turns from the bus lane. Three of these were at S.W. Hooker Street. One vehicle used the bus lane as an acceleration lane.

Wednesday, Sept. 27 - 7:35-8:05 AM
Fifteen buses; ten in bus lane. Five in right lane picking up passengers. No private vehicles in bus lane.

At Slavin Road - 4:40-4:55 PM
Five buses; three made right turns at Slavin Road. Two were in right lane in advance of turn. One moved to right lane with no difficulty. Two used bus lane then left lane.

At Whiteaker Street - 5:00-5:15 PM
Eight buses; five using bus lane. Two in right lane discharging passengers. One used left lane. Twelve private vehicles used bus lane to make left turns, eleven of these at S.W. Hooker Street.

Friday, Sept. 29
Did not observe traffic in the morning as there does not appear to be any problem at that time.

At Slavin Road - 4:35-4:45 PM
Six buses; three made right turns. All of these were in the right lane. Two used bus lane then moved to left lane with no difficulty. One was in left lane.

At Whiteaker Street - 4:50-5:05 PM
Six buses; two using right lane picking up and discharging passengers. Four were using bus lane. Nine private vehicles made left turns from bus lane. Seven of these were at S.W. Hooker Street.

My conclusions from these observations are:

1. There does not appear to be any problem for the morning traffic.

2. Bus drivers will make the transition from bus lane to right lane sooner during the evening rush hour if they plan to turn right at Slavin Road.

3. There appears to be a need for increased enforcement during the evening peak hours to prevent drivers from using the bus lane as a left turn lane.

4. Use of the bus lane is fairly consistent morning and evening.

CTF:sw

Inter-Office Memorandum

MAIL TO
BOB BOTHMAN
PLEASE

Date: October 5, 1978

To: Paul Bay
Jim Cowen

CFE RH K.S.

From: Clyde Earl, Ron Higbee, Ken Stanley

Subject: Barbur Boulevard Bus Lane

MA PDM PDE TSE SPC
ODOT - METRO
OCT 10 1978
AM PPS FILE T/A

The Barbur Bus Lane has been in operation approximately one month. Like many projects of this type, not everything is working as well as was planned or designed. Clyde Earl, Ron Higbee and Ken Stanley were assigned the responsibility of developing a proposal for evaluating the performance of the bus lane and recommending modifications to improve bus operations in the lane.

Operational Problems:

The bus lane is operating satisfactorily during the morning peak periods. However, the afternoon peak period has resulted in the following operational problems:

1. A difficult merge from the bus lane to the Slavin Road exit south of Hamilton Avenue.

2. Bus lane is still used by autos as a left turn lane during peak period.

3. Some bus drivers have refused to operate in the lane due to the perceived "unsafe" conditions (relative to Items 1 and 2 above).

Proposed Modifications:

In order to mitigate the p.m. peak hour operational problems, it is recommended that the following modifications be made to the bus lane:

1. Change traffic light sequence at Barbur/Hamilton - The existing sequence releases the buses at the same time as the s/b Barbur auto traffic, thus requiring buses (#54, 56) to merge through the queue to get to Slavin Road exit. If the sequence was changed so that the buses were released at the end of the s/b Barbur phase, the merge would be much less "competitive", with no resultant delay to buses at the signal.

2. Modify lane striping - The existing double yellow stripe from Hamilton to Slavin Road should be changed to a dashed inside line with a solid outside line. This would give a visible indication to auto drivers that buses may exit at any point along this section.

3. Add additional signs - Two signs with the message "Please Yield to Merging Buses" should be installed between Hamilton and Slavin Road.

4. Driver notice - A notice should be sent to all drivers notifying them of the changes and reminding them to follow the instructions on their paddles.

5. W/B Hamilton striping changes - The existing left turn from w/b Hamilton to s/b Barbur should be changed to a double left turn to allow more than 4 vehicles to make the turn in one signal cycle. This will reduce the delay to Line #40 which gets held up by traffic that is w/b on Hamilton.

Bus Lane Evaluation:

Prior to implementation of any or all of the above mentioned changes, an evaluation of the bus lanes operation should be made. Attached is a sample worksheet for recording the bus movements on Barbur. Three check locations should be used; Sheridan Street, Hamilton, and just north of Slavin Road. The data from these sheets will indicate which buses use the lane, when they use it, and what their respective travel times are.

In addition to checking on the buses, ODOT should be asked to take traffic volume counts on Barbur at Hamilton during the p.m. peak period (15 min. with 5 min. from 4:45 to 5:15 p.m.). These counts should be done for three days (Monday, Wednesday, Friday) during the week of October 9th or October 16th.

We should all meet to discuss these proposals and decide upon a date to begin the evaluation process.

NEXT WEEK — EITHER OCT. 9 OR OCT. 11

RH: jd
Attachment

cc: Clyde Earl
Donald MacDonald
Ken Stanley
Mike Kyte

Barbur Blvd. Bus Lane
Time Travel and Usage Report

Date____________________ Check Point __________________ Hours Checked ________________

In Comments area please note time and direction of any vehicles using lane illegally.

Line No.	Bus No.	Time	Using Lane	Not Using Lane	Comments

8

9-7-78

C6 2M

Editorials

The Oregonian

Founded Dec. 4, 1850. Established as a daily Feb. 4, 1861. Sunday Oregonian established Dec. 4, 1881. Published daily an
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FRED A. STICKEL, President and Publisher
J. RICHARD NOKES, Editor

ALBERT L. McCREADY, Managing Editor
MALCOLM C. BAUER, Senior Associate Editor

THURSDAY, SEPTEMBER 7, 1978

BOB E. MOORE, Advertisin
GEORGE J. VANELLI, Circu

Barbur albatross

Tri-Met's new management is looking better of late. The special bus pass to alleviate parking problems in congested downtown Oregon City is an innovation that may succeed if properly promoted. Recent schedule changes suggest a flexibility that serves not only transit growth but cost economies.

It's too bad, however, that the metropolitan transit service long will be identified with the Barbur Boulevard bus-lane, a $608,000 taxpayer-funded boondoggle that will move buses perhaps a couple of minutes more quickly along a 1.8-mile stretch in Southwest Portland.

The lane opened Tuesday, and the confusion that was expected did not disappoint planners. With the mall, we urged patience, to let the downtown development prove itself. Patience, in the Barbur case, is not likely to prove anything except that the lane adds nothing to mass transit and too much to the tax bill.

What is particularly unfortunate for Tri-Met is that the lane was planned by the Oregon Highway Division, endorsed by the City Council, and only then approved by Tri-Met. The city, of course, gets a new sidewalk for much of the route, and gets a left-turn lane during non-peak transit hours. What the highway division got, apparently, was some work for an underworked planner or two. What Tri-Met gets is what Samuel Taylor Coleridge's Ancient Mariner got when he killed the albatross: forever a curse.

The proposal to sell passes at $8 a month for rides between downtown Oregon City and a park-and-ride lot about a mile north of the city should encourage long-term parkers to stay out of the core, particularly if the city makes clear the advantages of short-term parking. How successful the effort is may determine whether it is tried elsewhere in the metropolitan area.

Whatever the outcome, though, the pass surely is better considered than the Barbur albatross.

Send this to
Klaboe

RECEIVED
DOT OPERATIONS

SEP 07 '78

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FOR

Info	Inves	R/D	D/R	Sign	Act	File

#8481

9

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO
DEPT.

238-8226
TELEPHONE

TO: The File

DATE: September 5, 1978

FROM: R. N. Bothman
Administrator
Bothman

SUBJECT: Barbur Bus Lane

Observed the Barbur bus lane the first morning of operation, September 5 from 7:30 to 8:00.

There were no serious problems with the operation during that half hour.

Made two round trips from Slavin to Sheridan.

Observed three auto violations. Two were northbound left turns across the bus lane into the YMCA. The third was a U-turn across the bus lane north of Front.

Observed only three buses in the bus lane during the 30 minute period. Observed numerous buses (local service) in the right hand lane.

The auto traffic was moving satisfactorily at about 45 MPH with the exception of a three or four block backup at Hamilton northbound. This backup was moving through the Hamilton signal in a single phase.

Followed one bus from Slavin Road to Sheridan utilizing the bus lane. Started with the bus slightly south of Slavin and finished exactly with the bus at Sheridan. The time between the auto and the bus was zero.

Observed all the phases of the Hamilton signal which were operating satisfactorily. The only backup at Hamilton was northbound on Barbur.

Observed one city patrolman in an abandoned service station on Barbur north of Front.

Signs, signal and traffic markings appeared satisfactory.

KGW was carrying extensive coverage from the bus lane. Channel 2 was on site.

ke

cc: F. B. Klaboe
E. L. Hardt
P. Bay
R. Higbee

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SEP 06 '78
REFER TO
FOR
Info Inves R/D D/M Sign Act File

#7489 -24-78 9

Barbur Bus Lane News

Lanes Used by Autos and Buses

The special bus lane in the center of Barbur Boulevard from Sheridan Street to Slavin Road will open September 5.

During morning and evening weekday rush hours, buses can now move quickly in an express lane and beat the traffic flow. During off-peak hours, this lane will become a continuous left-turn lane for Barbur Boulevard auto traffic.

Clean Air Strategy

The Barbur Boulevard Bus Lane is an important element in the task of cleaning up the air in Southwest and Downtown Portland and in averting major traffic congestion problems in the Southwest Transportation Corridor. This corridor holds a high priority within the Portland region because of the tremendous growth projected for suburban Washington County — 90% to 100% over the next 15 years.

In 1972, the Portland City Council adopted a **Transporation Control Strategy to Achieve Air Quality in the Downtown,** stating: "The major effort of this strategy is to achieve improved accessibility and mobility downtown by transit. A high quality of transit service to divert auto trips is our principal goal."

To implement this goal, the strategy called for, among other things, the development of park-and-ride stations and a reversible express buslane on Barbur Boulevard.

Cooperative Venture

Work on the 1.8 mile reversible buslane project was initiated in conjunction with the Barbur Boulevard Transit Station near Capitol Highway. The lane was developed and funded by The Oregon Department of Transportation, Tri-Met and The City of Portland. Tri-Met currently operates 88 morning and 79 evening peak-period buses on Barbur Boulevard.

Barbur Boulevard is a principal urban Highway, its maintenance is shared by the City of Portland and the State of Oregon. The portion of Barbur from Slavin Road to Front Avenue is maintained by the State. The City maintains the road from Front Avenue to Sheridan Street.

Express Buses Aid Commuters

About 4300 bus patrons will utilize the buslane every day. In addition to faster service to downtown, transfer points at Burlingame and Hillsdale will give riders of the express lines easy access to local lines operating on Barbur.

Of the 22 Tri-Met lines serving the Southwest area, almost half (10) operate on Barbur Boulevard. With the opening of the lane, 39 morning peak-hour buses and 33 evening peak-hours buses will provide their patrons a reduced travel time of about 3 to 5 minutes. While the time savings may not seem significant today, the result from the buslane operation will substantially increase as traffic volumes increase over the next 15 years.

Travel Lanes Stay the Same

Addition of the 12-foot special buslane does not change the number of existing vehicle lanes on Barbur Boulevard. The special buslane was created by removing parking and by minor widening in some locations which did not significantly alter the existing highway width nor displace any homes or businesses.

Buses will operate express from Slavin Road to Sheridan Street during the peak periods — 6:30 a.m. to 9:30 a.m. and 3 p.m. to 6:30 p.m. — only. Automobiles can use the lane as a left-turn lane during the off peak hours.

The buslane gives a boost to commuters from Southwest Portland by providing express service from the Barbur Boulevard Transit Station to downtown Portland. Rush-hour traffic congestion will be reduced, and increased transit use will help take the pressure off competition for scarce parking spaces downtown.

Barbur Bus Lane News
Published by:
The Oregon Department of Transportation
Tri-Met and
The City of Portland

[illegible] L SERVICES

NOTED
E. S. HUNTER

Portland Bureau of Planning
424 S.W. Main Street
Portland, Oregon 97204
248-4254

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STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO
DEPT.

238-8226
TELEPHONE

DATE: August 22, 1978

TO: Robert N. Bothman
Administrator

FROM: Laurie Oseran Laurie Oseran
Public Participation Specialist

SUBJECT: Publicity for the Barbur Boulevard Bus Lane

As previously discussed, the Barbur Boulevard Bus Lane will open for motorists and transit users on September 5. Since the opening date has been set for just after Labor Day, information on this new facility should be released the week of August 28 - September 1. Advance activities for the bus lane opening are now underway and have been coordinated by the ODOT, the city of Portland and Tri-Met. The following is a summary of the activities planned and now in progress.

1. Barbur Bus Lane Newsletter

A one-page newsletter was prepared and sent out on August 22 to residents in the project area announcing the bus lane opening and discussing appropriate use of this lane for both transit users and motorists. Property owners on both sides of Barbur Boulevard (from Sheridan Street to Slavin Road) received copies of this newsletter. A copy of this newsletter will also be sent to State and U.S. Representatives and Senators as well as City Council members (Portland, Tigard) and County Commissioners (Multnomah, Washington). This newsletter will also be distributed to the local news media at the media briefing on August 28.

2. Media Briefing

A media briefing will be held for the local news media on August 28, 10:00 a.m., Portland Bureau of Planning, Room 200. The purpose of this briefing is to announce the opening of the bus lane to the local media and provide them with information on the project background and how the facility operates. A media briefing announcement will be sent out to the news media on August 22. All local newspapers, radio and TV stations will be contacted about this briefing. A reminder call will be made by Pam Dunham to all news media on Friday the 25th or the morning of August 28 reminding them of this news briefing.

A representative from the city of Portland, Tri-Met and the Oregon Department of Transportation will be seated at a head table. I would suggest that after the opening statement the briefing should then be opened up to general question and answer session for the media.

cc Klaboe

Info	FOR	REFER TO	[illegible]	RECEIVED ODT [illegible]
Inves				
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Siz.				
Act				
File				

81.125.1387

MA [illegible] TSE SPC
ODOT - METRO
AUG 22 1978
AM PPS FILE T/A

To open the briefing, a statement should be made on the purpose of the briefing and an explanation of the new improvement. A news kit will be prepared with a copy of the newsletter, news release, fact sheet and a map will be distributed at the media briefing. For the media not attending the briefing, this information packet will be mailed.

3. Additional Publicity

It is also suggested that a call to the media be made on either September 4 or 5 (emphasis on the TV stations) to generate publicity at the time of the opening. Additional media coverage just prior to the opening date of the bus lane would be a good reminder to users of this new facility.

4. Requests for Information

There has been a great deal of conflicting information reported on the history, background and status of this project over the past months. A meeting will be held on August 28, 1:30 PM at ODOT to coordinate dissemination of information for the project. This meeting will be attended by staff from ODOT, Tri-Met and the city of Portland.

lh

cc: Pam Dunham
Ernie Munch

PROJECT MANAGEMENT OFFICE MEMO

Date 8-14-78

Subject SW Sheridan St - SW Slavin Rd (Portland) Section File No.
Barbur Blvd (Busway?)

Received (call) (~~visit~~) from Bryant Jackmond (Completed 8-16-78)

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

Region has submitted a change order to move a strain pole for a sign a second time. Ordinarily second moves are non-participating. He wanted to know who pays non-participating costs. After finally identifying project and getting together with him, told him it falls to City to pay such non-participating costs. In meantime he received prior-approval from "Chris" Christeanson. He will arrange with Region to hold off on moving until formally signed change order is approved by FHWA.

Signature A Wimer

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Editorials

The Oregonian

Founded Dec. 4, 1850. Established as a daily Feb. 4, 1861. Sunday Oregonian established Dec. 4, 1881. Publi
Sunday by the Oregonian Publishing Co., Oregonian Bldg., 1320 SW Broadway, Portland, Oregon 9

FRED A. STICKEL, President and Publisher
J. RICHARD NOKES, Editor

ALBERT L. McCREADY, Managing Editor
MALCOLM C. BAUER, Senior Associate Editor

FRIDAY, JUNE 9, 1978

BOB E. MOOR
GEORGE J. VA

Shelve $565,000 folly

By the time the 2.3-mile transit lane along Southwest Barbur Boulevard is completed, if it is, taxpayers will have shelled out enough money to run a large number of commuters to work and back in taxicabs.

The almost finished middle lane project between Southwest Sheridan and Slavin Streets now will cost about $565,000, state highway officials say. That compares with an initial estimate of about $440,000, and a rough figure of $714,000 given newsmen in December 1976 by Robert Bothman, assistant state highway engineer in Portland.

Obviously, there is some question about the final cost. And just as obviously, there is some question about when or if the project will be completed. And even more obviously, there is some question whether the thing should have been built at all.

The lane has been half completed so long the new double stripes will have to be repainted before it can be put into use. Last September, highway officials said the lane would be open in November. Last March, they said it should be in operation by the first of May. This week, they don't know — "maybe two months."

Apparently the holdup involves parts for a signal-light mechanism which would trigger intersection signals to green when buses approach. But then, it may involve moving some light standards. Highway officials aren't too clear on the hangup.

The lane was proposed in conjunction with the park-and-ride transit station on Southwest Barbur near Capitol Highway. It is supposed to speed buses along Barbur during rush hours. The lane would be for express buses only from 6:30 to 9:30 a.m. and from 3:30 to 6:30 p.m. It would be for autos as a two-way left-turn lane during other hours.

But the lane stretches less than half the distance between the transit station and downtown, and merges into regular two-lane traffic as it approaches a four-lane bridge. Just how much time the half-million dollars will save bus riders, and how many accidents will result from confused drivers trying to turn left in the lanes during peak hours or as buses and cars merge at the bridge, is anybody's guess.

The $100,000-plus cost increase came about when neighborhood associations pointed out that the transit lane would leave no walking room for pedestrians. Sidewalks were added to the project. And then the sidewalks required concrete retaining walls, since space for the walks had to be cut out of the hillside.

It was at that point the city, state and Tri-Met — or the federal government which is funding 78 percent of the project — should have said wait a minute, is this worth the money?

It's not too late, although the bulk of the money's spent. Let's cut our losses in terms of confusion, congestion, traffic accidents and more dollars in maintenance. Shelve the project.

Happy days weather

It hasn't happened yet, because we've only had a few warm-to-hot days without rain, but be assured we'll soon be hearing the grumbles again.

It's the nature of the Webfoot that he is never to be satisfied for long with the weather: When it rains for days on end, we grow long faces and sulk; when the sun comes out and we have to begin watering the lawn every night, we complain about the heat — forgetting that only last week we got soaked running from the car to the house.

The U.S. Weather Service is predicting a drier than average summer, so we can expect some louder than average moans shortly — although most of us would certainly rather see sun than clouds.

At least until after the Rose Festival, let us be happy and content with a "dry spell" — let us gather rosebuds while we may — and water our petunias as they need it.

Over at last

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STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: May 17, 1978

FROM: R.N. BOTHMAN
Administrator

Bothman

SUBJECT: Barbur Buslanes

Received a call from Charlie Erwin, Attorney, representing clients effected by the closure of the south end of First Avenue, at Barbur Boulevard.

The compliant being pursued by the attorney on behalf of the clients is relative to the closure of First Avenue, not the Barbur buslane. However, his claim is the city proceeded with the closure without considerations of the affect of that closure with the installation of the Barbur buslanes (the removal of shoulders, removal of turning movements during the peak hours, etc.).

I advised Mr. Erwin that the jurisdiction for Barbur at that location, intersection of First and Barbur rested with the City of Portland. I explained why the Department of Transportation was involved with the development of the project, the federal aid system, the process through which the Barbur buslane was developed, that is the hearing, and the Environmental Impact Statement and so forth.

Mr. Erwin's concern primarily rests with the method used by the city in the closure of First Avenue. The attorneys case rests with the City of Portland and is not directly effected with the Barbur buslane.

cc: F.B. Klaboe
E.L. Hardt

RNB:clk

RECEIVED
DOT OPERATIONS
MAY 18 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8489

May 22, 1978

Ralph B. Chamberlain, Bond Manager
United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

Dear Mr. Chamberlain:

Reference is made to your letter of May 16, 1978, concerning the Zuber Bros. Contractors Contract No. 8489, S.W. Sheridan Street-S.W. Slavin project in Multnomah County.

Attached is a copy of a Notice of Assignment from Zuber Bros. directing us to make all future payments on this contract to Ross Island Sand & Gravel Co. Enclosed is a copy of our reply dated May 8, 1978.

It has been the policy of this Department to make payments on contracts directly to the principal contractor unless we have the consent of the surety to make payments to a bank or someone else.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda
Attachments

cc Jack Sollis
Dick Hacek

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

PORTLAND BRANCH: SUITE 600 • LLOYD BLD. • 700 N.E. MULTNOMAH
PORTLAND, OREGON 97232 • AC 503-238-8700

May 16, 1978

Oregon State Department of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

Attention: Mr. C.W. Head

Re: Our Bond No.: U 97 61 39
Zuber Bros. Contractors, Inc.

Gentelemen:

This bond covers your contract number 8489 for grading, paving, signing, signals, and illumination on the southwest Sheridan Street-southwest Slavin Rd. section of Pacific Highway. We have been requested by Zuber Bros. to authorize you to make all future disbursements including retainage directly to Ross Island Sand and Gravel.

It would appear that this has nothing to do with the contract in question and it does not appear that there is any claim by Ross Island Sand and Gravel against Zuber Bros. on this particular project.

Would you please indicate the reason for funds being sent directly to Ross Island Sand and Gravel as well as the need for the consent of surety?

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Ralph B Chamberlain

Ralph B. Chamberlain
Bond Manager

RBC/lmh

RECEIVED
MAY 18 1978
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DEPARTMENT OF TR

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May 8, 1978

Zuber Bros. Contractors
3600 S.E. 28th
Portland, OR 97202

Gentlemen:

This will acknowledge receipt of your Notice of Assignment letter stating that you have assigned to Ross Island Sand & Gravel Co. State Highway Division Contract No. 8489, the S.W. Sheridan Street-S.W. Slavin Road project in Multnomah County.

The United Pacific Insurance Company furnished the performance bond on this contract. Before we can honor your assignment to Ross Island Sand & Gravel Co. it will be necessary that we have in our possession a written statement from the surety consenting to the assignment.

Attached are several copies of our Assignment of Claim form. Please execute the assignment form and return an original and one copy to this office.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda
Att.

bc Jack Sollis
Dick Hacek

NO JOB TOO LARGE
OR TOO SMALL

PHONE 235-3173

Zuber Bros. Contractors
HIGH GRADE QUALITY CONCRETE SERVICE
3600 S. E. 28th Avenue
ONE BLOCK SOUTH OF POWELL BLVD.
PORTLAND, OREGON 97202

NOTICE OF ASSIGNMENT

To: C. W. Head
Dept. of Transportation
121 Transportation Bldg.
Salem, OR 97310

This is to notify you that ZUBER BROS. CONTRACTORS, 3600 S.E. 28th Avenue, Portland, Oregon, 97202, has assigned to ROSS ISLAND SAND & GRAVEL CO. the following contract:

Oregon State Highway Dept. Contract #8489

You are directed to make all future payments under said contract to Ross Island Sand & Gravel Co., P.O. Box 02215, Portland, Oregon 97202 in the amounts and on the dated required.

This notice of assignment shall be effective until further notice to you by Ross Island Sand & Gravel Co.

Please acknowledge receipt of this notice by endorsement on the enclosed copy and mail the copy to Ross Island Sand & Gravel Co..in the enclosed envelope.

Dated May 1, 1978.

ZUBER BROS. CONTRACTORS

By William Zub

Receipt is acknowledged of the foregoing notice of assignment.

Dated ____________, 19__.

____
(Name of Company)

By____________________
(Title)

8489 9

Agenda: May 30, 1978
1h-3

DATE: April 26, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
S.W. Sheridan St.-S.W. Slavin Road
Contract No. 8489 City Streets & Pac. Hwy West in Mult Co.

This project to provide a bus lane on Barbur Boulevard is approximately 85 percent complete and an overrun of 7.7 percent is now indicated. The overruns are as follows:

Bid item quantity overruns	$ 749
Anticipated item overruns	9,826
Added orders	9,745
Engineering	39,384
	$59,704 - C = $39,396

The most significant anticipated item overrun was for the removal of existing traffic stripes and markers, $23,300.00. The original Project Authorization included $10,000 for this work which was not sufficient to perform the required work.

The most significant added orders were to provide on-the-job training, $1,920.00; revise a strain pole to provide the necessary vertical clearance for overhead signs, $3,730.00; and to replace an existing retaining wall which collapsed during construction, $3,520.00.

The engineering overrun was due somewhat to the type of work involved but most directly to an overrun in contract time by the contractor. It is anticipated that contract time will be exceeded by 155 days, or 69 percent. This project utilizes Federal Aid Urban funding and all except $100.00 of the added work has been participating.

Your approval is requested for an increase of $39,396.00 to a new total project authorization of $551,606.00. This matter will be on the Consent Calendar for your May meeting.

OBJ:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
E. L. Hardt
V. E. Skoog
George Bell

8489 8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 5, 1978

FILE: CON 5 #8489

FROM: O. B. Jackmond
Contract Administration Engineer

O. B. Jackmond

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in
Project Authorization
S.W. Sheridan St.-S.W. Slavin Rd.
Contract No. 8489

Enclosed is an Expected Overrun of Project Authorization in the amount of $39,396.00 on the subject project. The original authorization was for $512,210.00.

Although there were some item overruns on the project, the major and basic cause for the overrun is an expected overrun of engineering of $39,384.00, 97 percent. As of March 25 approximately $74,415.00 had been expended on engineering. There are two reasons for the engineering overrun: (1) The contract is running over in time by an estimated 155 days, or 69 percent, and (2) The two resident engineers - one for roadway and one for structures, signals, etc... - did not have sufficient work during the early part of this project and abnormal charges were made to this job.

This request was originally returned to Region for their reconsideration and the present expected overrun is $31,657.00 less than originally submitted, $10,000.00 of which is a reduction in expected engineering. The entire reduction - including engineering - is the result of withdrawing a proposal to extend the paving limits on the project.

A rough draft letter to the Transportation Commission is attached.

NOTED
H. S. COULTER

OBJ:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
APR 11 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project SW Sheridan St-SW Slavin Rd. (Barbur Bus Lane) Date 2/23/78

Highway Pacific Highway West (Barbur Blvd.) Contract No. 8480

County Multnomah Kind of Work Grade, Pave, Sign, Sig, Ill. Contractor Zuber Bros.

	Authorized	Estimated
Contract Amount	$425,686.00	$457,836.00
Anticipated Items	25,600.00	35,426.00
Contingency (4½%)	20,308.00	
Engineering	40,616.00	90,000.00
Credits	0	0
PROJECT COST	$512,210.00	$583,262.00

NET INCREASE $71,053.00

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
(C) Flagman	Bid Item 5	$ 9,720.00	$ 3,960.00
(C) General Exc.	Bid Item 8	14,036.00	4,176.00
(C) Special Backfill	Bid Item 10	3,386.00	436.00
(C) 1"-0 Agg. Base	Bid Item 11	4,102.00	820.00
(C) Class 'C' AC Mix	Bid Item 12	46,440.00	17,200.00
(C) Asphalt Cement in Mix	Bid Item 13	16,772.00	6,212.00
(C) Concrete Drives	Bid Item 21	1,359.00	422.00
(C) Concrete Curbs	Bid Item 23	3,075.00	950.00
(A) Relocate Water Mains	SFO 1	5,926.00	2,926.00
(A) Remove Exist. Stripe & Mrkrs	PA 3	23,300.00	13,300.00
(U) Remove Exist. OSHD Sign	SFO 2	100.00	
(U) On-the Job Training	PA 1	1,920.00	
(U) Replace Wood Stairs	PA 2	475.00	
(U) Revise Strair Pole 'J'	PA 4	3,730.00	

(OVER)

Principal reasons for overruns (Continue on reverse side):

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by James M
Resident Engineer

Noted by O. B. Jackman
For
3-14-78
Construction ~~or Bridge~~ Engineer

Confirmed by
Division Engineer

Noted by
Deputy or State Highway Engineer

	Expected Amount	Net Change
(U) Replace Exist. Collapsed Wall PA-5	$ 3,520.00	
(U) Move Strain Pole 'D'	5,000.00	
Engineering	90,000.00	$49,374.00

EXPLANATION

The principal reasons for the overruns on this project are the more than double engineering expense, the 133% increase in the cost of removing the existing striping and markers, an anticipated increase in the quantity of AC needed and the several unanticipated items listed.

Engineering costs were increased because a large part of the work could not be laid out in advance and still stay in usable condition; this necessitated a crew on the project more than usual. The collapse of retaining wall 'A' at Bancroft St. and the redesign of the Viewpoint Blvd.end of the same wall required additional work. The project is now 114 days over the authorized amount.

The original authorization indicated that the stripe removal would be done by State forces. The State did not have the equipment or manpower available, therefore it was necessary to have the contractor do this work. The contractor called for bids on the removal of the existing striping and markers. While the bids received were not out of line with each other, they were considerably more than the money set up.

It is anticipated that approximately 1,000 Tons additional AC will be needed. The plans call for a 1½" overlay beginning just north of Bancroft St. and ending approximately 250' south of Hamilton St. This section is quite irregular in cross section and will require considerable leveling before the overlay. In addition, the section from Bancroft north to approximately Whittaker St. is quite rough, especially in the express bus lane where an old concrete divider was removed a number of years ago and the area lightly patched over. Also, that part of Barbur Blvd. that crosses over the Front St. underpass has large areas where previous overlays have scaled off the concrete, leaving an extremely rough surface.

Several of the unanticipated items, notably On-the-Job training, moving strain pole 'D', revising strain pole 'J' and replacing an existing low retaining wall that the property owner contends was tipped over by our sidewalk fill construction, have also increased costs.

On-the-Job training is called for in the Special Provisions but no money was provided.

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STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

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DOT OPERATIONS
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REFER TO
FOR
Info

ODOT - METRO
NOV 29 1977

TO: THE FILE

DATE: November 30, 1977

FROM: LAURIE S. OSERAN Laurie Oseran
Public Participation Specialist

SUBJECT: Barbur Boulevard Bus Lanes-
Advance Publicity

FILE T/A

Following a discussion with Marion Craft, it appears that the Barbur Boulevard Bus Lanes will probably not be ready for use by buses and motorists until early February. Apparently signing is not yet completed for this improvement. In discussing this situation with Pam Dunham, Tri-Met, it was decided that both Tri-Met and ODOT should appear united in advancing this new highway-transit improvement. That is, all advance publicity and information on the improvement should be jointly developed and disseminated by Tri-Met and ODOT. In this way, any misunderstanding on the background, history, purpose, or funding for this project hopefully would be avoided.

In view of the highly visible effort for the West Portland Park and Ride Station, it seems a ribbon cutting ceremony for this improvement would not be desirable. However, extensive information to users of the facility, particularly motorists, is essential. Public education would help insure safe and appropriate use of the facility. Since this improvement is a "first" statewide, it's important that the public know "why, when, how, and where" to use the facility. The following advance activities are proposed;

1. Informational Brochure - An informational brochure will be developed by Tri-Met which will include graphic illustrations of the facility, explanation of the signing, and discussion of "how and when" to use the lanes. This brochure will be distributed by Tri-Met to businesses and residences adjacent to the project area as well as the Citizens Advisory Committee, City and County representatives, and other interested persons. The purpose of this advance mailing is to alert and educate interested persons and potential users of the improvement on how the lanes will operate.

2. Supportive Visuals - It was also decided that a visual explanation of the signing on the bus lanes should be developed. Also a photograph may be staged of the facility which will serve as supportive information for interested persons, media etc.

3. Interested Persons Mailing List - For advance distribution of materials on the improvement, an interested persons mailing list will be prepared. This list will include all persons and interested groups who have been affiliated with the project.

4. Fact Sheet - A fact sheet will be prepared to summarize the following areas: History of project, project area and length, funding, benefits for buses and motorists, facility operation, agency involvement.

cc Klaboe
Hardt

5. Public Service Announcement - A public service announcement for broadcast on local radio stations will be prepared to announce this new improvement and other public information on "how and when" to use the lanes.

6. Advance Briefings - To provide advance information to special interest groups (i.e. local jurisdictions, Chambers of Comerce) who have been involved in development of this project, a letter will be developed extending ODOT and Tri-Met's availability to speak before these groups. These groups might include Portland City Council, Multnomah County Commissioners, City of Tigard, Jackson Community Association, etc.

7. Media Briefing - A media briefing will be held approximately 4-5 days prior to the opening of the facility to brief the local media on this new transportation improvement. The printed materials which have been discussed will be distributed at this briefing.

LSO:ja
ODOT

cc: R. N. Bothman
D. R. Adams
M. Craft
L. S. Oseran (2)

RECEIPT copy

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 23, 1977

Hon. Norma Paulus
Secretary of State
121 State Capitol
Salem, OR 97310

Attention: Administrative Rule Section

FILED
SEP 23 1977
NORMA PAULUS
SECRETARY OF STATE

Dear Mrs. Paulus:

Attached for filing is a certified copy of a permanent administrative rule pertaining to the establishment of a bus lane on the Front Avenue-Slavin Road Section of Barbur Boulevard in Portland.

Please publish in the October 15, 1977, issue of your Administrative Rule Bulletin.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

10-14-77
Sec. of State failed to
publish - Will
publish Nov. 1 - Per
Jan Sullivan

SED 425a
Rev. 10-1-76

COMBINED CE FICATE AND ORDER FOR FILING MINISTRATIVE RULES WITH THE SECRETARY OF STATE

CERTIFICATE

I HEREBY CERTIFY that the attached copy is a true, full and correct copy of rules adopted, amended or an order of repeal by:

Department of Transportation
(Agency)

Date of adoption, amendment or repeal:

September 22, 1977

By: ______________________
(Authorized Signer)

Title: Manager, Commission Services

Effective Date: 9-23-77 Statutory Authority: ORS 483.532 as amended by Oregon Laws 1975, Chapter 698

Rule Number(s) ______________________

☒ New Rule ☐ Amends ☐ Repeals ☐ Temporary ☒ Permanent

Subject matter and purpose of rule: Establishing a bus lane on Front Avenue-Slavin Road Section of Barbur Boulevard in Portland.

ORDER

The within matter having come before the Department of Transportation (Agency) after publication of the intended action upon not less than 15 days notice in the Secretary of State's Bulletin describing said proposal and advising of the opportunity and manner for the presentation of views or arguments in writing or at a public hearing; the aforesaid notice and other procedures having been in the required form and conducted in accordance with applicable statutes and rules, and being fully advised in the premises:

NOW THEREFORE, IT IS HEREBY ORDERED THAT the following rule(s) be:
(List Rule Number(s) or Rule Title on Appropriate Lines Below)

Perm. ☒ Temp. ☐

Adopted: Establishing a bus lane on Front Avenue-Slavin Road Section of Barbur Boulevard in Portland.

Amended: ______________________

Repealed: ______________________

as Administrative Rules of the Department of Transportation
(Agency)

DATED this 23rd day of September, 19 77.

By: ______________________
(Authorized Signer)

Title: Manager, Commission Services

SP*39524-125

RESOLUTION

WHEREAS, ORS 483.532, as amended by Oregon Laws 1975, Ch. 698, provides that the Department of Transportation, with respect to highways or streets under its jurisdiction may designate lanes to be used by busses or high-occupancy use passenger vehicles for the purpose of conserving energy and facilitating public transportation; and

WHEREAS, Barbur Boulevard, Oregon Highway Number One West is under the jurisdiction of the Department of Transportation; and

WHEREAS, the designation of a lane on Barbur Boulevard for exclusive use by Tri-Met busses would help to conserve energy by facilitating public transportation within the Portland Metropolitan area.

NOW, THEREFORE, BE IT RESOLVED by the Oregon Transportation Commission as follows:

1. The following portion of Barbur Boulevard is designated for exclusive use by Tri-Met busses.

    A. The center (median) lane from Southwest Front Avenue (milepoint 1.97) to Southwest Slavin Road (milepoint 3.18)

2. The bus lane shall be designated by signs and pavement markings as defined in the Oregon Manual of Uniform Traffic Control Devices or other approved signs and markings not in conflict with Oregon or Federal Highway Administration regulations.

3. The designation of the bus lane shall take place upon completion of the present reconstruction project in the affected areas of Barbur Boulevard.

This resolution shall be entered in the minutes and records of the Oregon Transportation Commission this 22nd day of September , 1977, as Resolution No. 260 .

This resolution was filed with the Secretary of State as an administrative rule on September 23, 1977, and shall become effective on that date.

STATE OF OREGON **INTEROFFICE MEMO**

TO: FRED B. KLABOE
Chief of Operations

DATE: September 13, 1977

FROM: MAX J. KLOTZ
Metro Technical
Services Engineer

SUBJECT: Barbur Boulevard Bus Lane
Public Hearing September 12, 1977

AGENDA
SEP 22 1977
1-X

At their August 23rd meeting the Oregon Transportation Commission granted authority to commence proceedings in accordance with the Administrative Procedures Act to adopt a rule establishing a bus lane on the Front Avenue-Slavin Road section of Barbur Boulevard (99W) within the city of Portland.

On September 12, 1977 at 7:30 p.m. the Metro Branch held a public hearing on the proposed rule. Only two people showed up for the hearing. One was a reporter for the Oregon Journal and the other was a resident of the Southwest Portland area.

The resident, a Mr. Walter R. Grande did wish to testify. He said he had no objection to the bus lane but felt that we were not completely solving the problems along Barbur Boulevard with this project. He suggested the elimination of the signal at Hamilton Street and some sort of over or underpass allowing the traffic from the hill above Barbur access to Corbet and Macadam streets without disrupting the flow of traffic on Barbur Boulevard. Mr. Grande was told that possibly something such as he suggests could be done in the future but it was not feasible to include it in this project.

Mr. Grande also had some recommendations concerning bus operations on Fourth and Fifth streets but they were not pertinent to the Barbur Boulevard Bus Lane. After answering some questions posed by the Oregon Journal reporter the hearing was terminated.

We now recommend the Oregon Transportation Commission take favorable action toward the adoption of the proposed Resolution at the September 22nd meeting.

With a copy of this letter Cecil Head is being supplied with the hearing tape, attendance cards and hearing outline.

Sent to files

ja
cc: W. Barrie
G. Bell
C. Head w/attachments

NOTED
C. W. HEAD

RECEIVED
SEP 14 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

RECEIPT copy

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 16, 1977

Hon. Norma Paulus
Secretary of State
121 State Capitol
Salem, OR 97310

Attention: Administrative Rule Section

FILED
AUG 17 1977
NORMA PAULUS
SECRETARY OF STATE

Dear Mrs. Paulus:

Please publish the attached Notice of Hearing in your Administrative Rule Bulletin on September 1, 1977, concerning the adoption of a rule establishing an exclusive bus lane on Barbur Boulevard.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

BEFORE THE OREGON TRANSPORTATION COMMISSION

OF THE STATE OF OREGON

In the matter of the adoption of a rule establishing an exclusive bus lane on Barbur Boulevard)	NOTICE OF PROPOSED ADOPTION OF BUS LANE RULE

1. On Monday, September 12, at 7:30 p.m., a public hearing will be held in the Department of Transportation's conference room, 5821 Northeast Glisan, Portland, to consider the adoption of a rule which would designate the center lane of Barbur Boulevard from Southwest Front Avenue (milepoint 1.97) to Southwest Slavin Road (milepoint 3.18) for exclusive use by Tri-Met busses.

2. The issue to be considered at the hearing is whether the center lane of a certain portion of the Barbur Boulevard should be designated for use by busses.

3. Interested persons may present their data, views or arguments either orally or in writing at the hearing.

4. A copy of the proposed rule may be obtained by writing to Mr. Cecil Head, 121 Transportation Building, Salem, Oregon 97310.

5. The Director of the Department of Transportation has designated Robert N. Bothman, Metro Administrator, to preside over and conduct the hearing.

Dated August 10, 1977

C. W. HEAD
Commission Services

ADMINISTRATIVE ORDER

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

ORDER NUMBER 32
DATE August 12, 1977

SUBJECT: Delegation of Authority to Prepare Rules Designating Portions of Barbur Boulevard for Exclusive Bus Lanes and High-Occupancy Vehicles

[illegible] METRO
AUG 15 1977
FILE T/A

I, Robert A. Burco, do hereby designate Robert N. Bothman, Manager, Metropolitan Branch, to prepare a proposed rule designating certain portions of Barbur Boulevard for exclusive use by Tri-Met buses, publish notice of hearing on the proposed rule, conduct a hearing on the proposed rule and prepare a written summary of statements, and exhibits and other data received, together with a recommendation for action and present this material to the Commission.

Robert A. Burco

Robert A. Burco
Director of Transportation

DISTRIBUTION:
- Chief of Operations
- Chief Counsel
- Manager, Metro Branch
- Manager, Commission Services
- File
- Asst. Director for Admin.

8489

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

September 16, 1977

Zuber Bros. Contractors
P. O. Box 42133
Portland, OR 97202

Re: SW Sheridan St.-SW Slavin Rd.
FAP Nos. M-9341(1) & TQM-9361(1)
Contract No. 8489
Show Cause Rescission

Attn: Fred Zuber
Project EEO Officer

Gentlemen:

On August 15, 1977, you received a 30-day show cause notice from this office for failing to implement the required contract requirements pertaining to equal employment opportunity.

Your corrective action plan submitted on August 16, 1977, discussed at the Compliance Conference held on August 30, 1977, and resubmitted September 8, 1977, has been reviewed and determined to be acceptable. Your implementation of your corrective action plan shows that you are now taking the required affirmative action and can be considered in compliance with Executive Order 11246, as amended. If it should later be determined that your corrective action plan is not sufficient to achieve compliance, this rescission shall not preclude a subsequent finding of noncompliance.

In view of the above, this letter is to inform you that the 30-day show cause notice of August 12, 1977, is hereby rescinded. You are further advised that if it is found that you have failed to comply with the provisions of your corrective action plan, formal sanction proceedings will be instituted immediately.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Wi
J. L. Widmer
Assistant EEO Officer

RECEIVED
STATE HWY ENGR
SEP 16 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

JLW:mk

bc: FHWA
H. S. Coulter ✓
Jack Sollis
E. L. Hardt
James Cochell
Jim Butler
Ron Anderson, AGC

NOTED
H. S. COULTER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8489

STATE OF OREGO **INTEROF CE MEMO**

TO: FRED B. KLABOE
Chief of Operations

DATE: September 13, 1977

FROM: MAX J. KLOTZ
Metro Technical
Services Engineer

SUBJECT: Barbur Boulevard Bus Lane
Public Hearing September 12, 1977

Fran –
please [illegible]
consent cal –
CPC

At their August 23rd meeting the Oregon Transportation Commission granted authority to commence proceedings in accordance with the Administrative Procedures Act to adopt a rule establishing a bus lane on the Front Avenue-Slavin Road section of Barbur Boulevard (99W) within the city of Portland. ✓

On September 12, 1977 at 7:30 p.m. the Metro Branch held a public hearing on the proposed rule. Only two people showed up for the hearing. One was a reporter for the Oregon Journal and the other was a resident of the Southwest Portland area.

The resident, a Mr. Walter R. Grande did wish to testify. He said he had no objection to the bus lane but felt that we were not completely solving the problems along Barbur Boulevard with this project. He suggested the elimination of the signal at Hamilton Street and some sort of over or underpass allowing the traffic from the hill above Barbur access to Corbet and Macadam streets without disrupting the flow of traffic on Barbur Boulevard. Mr. Grande was told that possibly something such as he suggests could be done in the future but it was not feasible to include it in this project.

Mr. Grande also had some recommendations concerning bus operations on Fourth and Fifth streets but they were not pertinent to the Barbur Boulevard Bus Lane. After answering some questions posed by the Oregon Journal reporter the hearing was terminated.

We now recommend the Oregon Transportation Commission take favorable action toward the adoption of the proposed Resolution at the September 22nd meeting. ✓

With a copy of this letter Cecil Head is being supplied with the hearing tape, attendance cards and hearing outline.

ja
cc: W. Barrie
G. Bell
C. Head w/attachments

NOTED
C. W. HEAD

[illegible] 1977
[illegible]

1-125-1387

RESOLUTION

WHEREAS, ORS 483.532, as amended by Oregon Laws 1975, Ch. 698, provides that the Department of Transportation, with respect to highways or streets under its jurisdiction may designate lanes to be used by busses or high-occupancy use passenger vehicles for the purpose of conserving energy and facilitating public transportation; and

WHEREAS, Barbur Boulevard, Oregon Highway Number One West is under the jurisdiction of the Department of Transportation; and

WHEREAS, the designation of a lane on Barbur Boulevard for exclusive use by Tri-Met busses would help to conserve energy by facilitating public transportation within the Portland Metropolitan area.

NOW, THEREFORE, BE IT RESOLVED by the Oregon Transportation Commission as follows:

1. The following portion of Barbur Boulevard is designated for exclusive use by Tri-Met busses.

   A. The center (median) lane from Southwest Front Avenue (milepoint 1.97) to Southwest Slavin Road (milepoint 3.18)

2. The bus lane shall be designated by signs and pavement markings as defined in the Oregon Manual of Uniform Traffic Control Devices or other approved signs and markings not in conflict with Oregon or Federal Highway Administration regulations.

3. The designation of the bus lane shall take place upon completion of the present reconstruction project in the affected areas of Barbur Boulevard.

This resolution shall be entered in the minutes and records of the Oregon Transportation Commission this ________ day of ____________ , 1977, as Resolution No. ____________.

8489

p

ROBERT W. STRAUB
GOVERNOR

**OREGON STATE
HIGHWAY DIVISION**

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

Telephone 238-8226

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
SEP 1 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

copy in #8353

August 31, 1976

COMMISSIONER FRANK IVANCIE
Department of Public Utilities
City of Portland
1220 Southwest Fifth Avenue
Portland, OR 97204

Attention Mr. Dwight Nickerson

Subject: West Portland Park and Ride Station
Water connection charges
File: 130 - 626-1901

The West Portland Park and Ride Station and the Barbur Boulevard Transit Lanes are a cooperative effort among the city of Portland, Tri-Met, Multnomah County, and the Oregon State Highway Division to facilitate the implementation of the Federal Clean Air Act of 1970.

The state and Tri-Met, and the state and the city, have entered into agreements for construction of these facilities.

Agreement No. 15226 between the state and the city--authorized by the city council Ordinance No. 141338, provides "City shall obtain any license, permit, or other document within its jurisdiction for construction, demolition, or other project work items at no expense to State or its contractor." (Things To Be Done By The City, Paragraph 5)

The city water bureau has requested payment of connection fees and system development fees together with an additional fee for roadways over 40 feet in width. The state has agreed to reimburse the city water bureau for connection and meter test fees which are direct charges to the project. The system development charge and the additional charge for roadways over 40 feet in width do not have concurrence of the Federal Highway Administration as a reimbursable charge to the project, and the state hereby requests that these two charges be waived by the city.

Max J. Klotz

MAX J. KLOTZ
Metro Planning Engineer

ebg

cc: Cowles Mallory, City Engineer
Bob Bitten (1800 SW Sixth Avenue, 97201)

[redacted]
Hardt

~~ME~~ FE PR1 PR2 DE
O.S.H.D. - METRO
AUG 31 1976
FILE T/A

#8489 9

August 24, 1977

H W

Budget and Management Division
Executive Department
240 Cottage Street, SE
Salem, OR 97310

8/23/77

Gentlemen:

Attached for your review are copies of a Notice of Hearing and the proposed rule concerning the designation of the center lane of Barbur Boulevard from S.W. Front Avenue to S. W. Slavin Road for exclusive use by Tri-Met buses.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Robert Bothman
Attn: Max Klotz

BEFORE THE OREGON TRANSPORTATION COMMISSION

OF THE STATE OF OREGON

In the matter of the adoption of a rule establishing an exclusive bus lane on Barbur Boulevard	)	NOTICE OF PROPOSED ADOPTION OF BUS LANE RULE

1. On Monday, September 12, at 7:30 p.m., a public hearing will be held in the Department of Transportation's conference room, 5821 Northeast Glisan, Portland, to consider the adoption of a rule which would designate the center lane of Barbur Boulevard from Southwest Front Avenue (milepoint 1.97) to Southwest Slavin Road (milepoint 3.18) for exclusive use by Tri-Met busses.

2. The issue to be considered at the hearing is whether the center lane of a certain portion of the Barbur Boulevard should be designated for use by busses.

3. Interested persons may present their data, views or arguments either orally or in writing at the hearing.

4. A copy of the proposed rule may be obtained by writing to Mr. Cecil Head, 121 Transportation Building, Salem, Oregon 97310.

5. The Director of the Department of Transportation has designated Robert N. Bothman, Metro Administrator, to preside over and conduct the hearing.

Dated August 10, 1977

C. W. HEAD
Commission Services

STATE OF OREGON **INTEROFFICE MEMO**

TO: FRED B. KLABOE
Chief of Operations

DATE: August 11, 1977

FROM: MAX J. KLOTZ
Metro Technical Services
Engineer

SUBJECT: Barbur Boulevard Bus Lane

Before we can implement the Barbur Boulevard bus lane (Sheridan Street - Slavin Road section) the Transportation Commission must adopt a rule establishing said lane.

The Administrative Procedures Act requires us to hold a hearing before adopting a rule. Consequently, it is necessary to request commission approval at the August 23 meeting to commence the legal notifications and hold the hearing on September 12, 1977.

Our intent is to have the hearing report ready for presenting to the commission at its September meeting so the rule may be adopted at that meeting.

The timing is important because the project is due for completion in October and we should put the lane into operation as soon as is practical after that.

Attached is a Resolution prepared by this office and briefly reviewed by Walt Barrie that may be used if acceptable to you. I have also taken the liberty to prepare a notice that may be used (or amended) by Cecil Head and a sample news release for John Earley's use.

I might mention that the bus lane will be used by Tri-Met only during the AM and PM 3 hour peak periods. The remainder of the time the lane will be utilized as a continuous left-turn refuge. The Resolution, however, does not say that. It reserves the lane for busses with no mention of time limitations or other uses. We felt it was best to describe the most restrictive operation possible in order to maintain some flexibility in operation.

A draft letter to the commission is also attached.

ja
cc: W. Barrie
G. Bell
C. Head
Enclosures

Please handle
F

RECEIVED
DOT OPERATIONS
AUG 12 '77
REFER TO
Head
FOR

Info	Inves	R/D	D/R	Sign	Act	File

BEFORE THE OREGON TRANSPORTATION COMMISSION

OF THE STATE OF OREGON

In the matter of the adoption of a rule establishing an exclusive bus lane on Barbur Boulevard	))))	NOTICE OF PROPOSED ADOPTION OF BUS LANE RULE

1. On Monday, September 12, at 7:30 p.m., a public hearing will be held in the Department of Transportation's conference room, 5821 Northeast Glisan, Portland, to consider the adoption of a rule which would designate the center lane of Barbur Boulevard from Southwest Front Avenue (milepoint 1.97) to Southwest Slavin Road (milepoint 3.18) for exclusive use by Tri-Met busses.

2. The issue to be considered at the hearing is whether the center lane of a certain portion of the Barbur Boulevard should be designated for use by busses.

3. Interested persons may present their data, views or arguments either orally or in writing at the hearing.

4. A copy of the proposed rule may be obtained by writing to Mr. Cecil Head, 121 Transportation Building, Salem, Oregon 97310.

5. The Director of the Department of Transportation has designated Robert N. Bothman, Metro Administrator, to preside over and conduct the hearing.

Dated August 10, 1977

C. W. HEAD
Commission Services

8489 8

DATE: August 15, 1977

TO: Oregon Transportation Commission

FROM: F. B. Klaboe
Chief of Operations

SUBJECT: Barbur Boulevard Bus Lane

On the agenda for the August 23 Commission meeting will be a request for permission to commence proceedings in accordance with the Administrative Procedures Act to adopt a rule establishing a bus lane on the Front Avenue-Slavin Road Section of Barbur Boulevard (Highway 99W) in the city of Portland.

This bus lane will be operated in conjunction with the West Portland Park-and-Ride Station soon to be opened. The park-and-ride station will serve as a transfer point from which express buses will haul people to the central business district utilizing the Barbur Boulevard bus lane one-way inbound in the morning peak hours and outbound in the afternoon peak hours. The remainder of the time the lane, which is in the center of Barbur Boulevard, can be used as a continuous left-turn refuge.

Your approval to proceed with the rule adoption proceedings is recommended.

bc: Robert A. Burco
Walt Barrie
R. N. Bothman
E. S. Hunter
C. W. Head (w/attachment)
George Bell (w/attachment)
H. S. Coulter

MJK:ja srb

#8489

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
AUG 15 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

August 12, 1977

NOTED
H.C. COULTER

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Zuber Bros. Contractors
P. O. Box 42133
Portland, OR 97202

Re: SW Sheridan St.-SW Slavin Rd.
FAP Nos. M-9341(1) & TQM-9361(1)
Contract No. 8489
Show Cause Notice

Attn: Fred Zuber
Project EEO Officer

Gentlemen:

This is to notify you that as a result of the review on the above project conducted by the Oregon State Highway Division on August 8, 1977, you have been found to be in non-compliance with the Portland Affirmative Action Plan Special Provisions in the following areas:

List of Deficiencies

1. Failure to meet the plan goals of minority employment in the following crafts: Equipment Operators, Truck Drivers, Carpenter, and Cement Masons.

2. Failure to produce documented evidence by August 12, 1977, that you have instituted all the specific affirmative action steps as specified in Part II of the Portland Affirmative Action Plan Special Provisions of this contract, as agreed at the compliance review held on August 8, 1977.

The Department of Labor regulations (41 CFR 60) implementing Executive Order 11246, as amended, are applicable to your Federal-aid highway construction contract and are controlling in this matter (see Required Contract Provisions, Form PR-1273, Clause II). Section 60-1.20(b) of these regulations provides that when equal opportunity deficiencies exist, it is necessary that you make a commitment in writing to correct such deficiencies before you may be found in compliance. The commitment must include the specific action which you propose to take to correct each deficiency and the date of completion of such action. The time period allotted shall be no longer than the minimum period necessary to effect the necessary correction. In accordance with instructions issued by the Office of Federal Contract Compliance Programs (OFCCP), U. S. Department of Labor, your written commitment must also provide for the submission of monthly progress reports which shall include a head count of minority and female representation at each level of each trade and a list of minority employees.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

You are specifically advised that making the commitment discussed above will not preclude a further determination of noncompliance upon a finding that the commitment is not sufficient to achieve compliance.

We will hold a compliance conference at 325 13th N.E., Room 504, Salem, Oregon at 10:00 a.m. on August 30, 1977 for you to submit and discuss your written commitment. If your written commitment is acceptable and if the commitment is sufficient to achieve compliance, you will be found in compliance during the effective implementation of that commitment. You are cautioned, however, that our determination is subject to review by the Federal Highway Administration, the Department of Transportation, and OFCCP and may be disapproved if your written commitment is not considered sufficient to achieve compliance.

If you indicate either directly or by inaction that you do not wish to participate in the scheduled conference and do not otherwise show cause within 30 days from receipt of this notice why enforcement proceedings should not be instituted, this agency will commence enforcement proceedings under Executive Order 11246, as amended.

If your written commitment is accepted and it is subsequently found that you have failed to comply with its provisions, you will be advised of this determination and formal sanction proceedings will be instituted immediately.

In the event formal sanction proceedings are instituted and the final determination is that a violation of your equal opportunity contract requirements has taken place, any Federal-aid highway construction contracts or subcontracts which you hold may be canceled, terminated, or suspended, and you may be debarred from further such contracts or subcontracts. Such other sanctions as are authorized by Executive Order 11246, as amended, may also be imposed.

We encourage you to take whatever action is necessary to resolve this matter and are anxious to assist you in achieving compliance. Any questions concerning this notice should be addressed to John L. Widmer, 325 13th N.E., Room 504, Salem, Oregon, phone 378-6318.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Wi

J. L. Widmer
Assistant EEO Officer

bc: FHWA
H.S. Coulter ✓
Jack Sollis
E. L. Hardt
James Cochell
Jim Butler
Ron Anderson, AGC

JLW:mk

8489 8

July 18, 1977

Mr. Bruce Kayser
Fellows, McCarthy, Zikes & Langfitt
808 American Bank Building
Portland, OR 97205

Dear Mr. Kayser:

S. W. Sheridan-S. W. Slavin Road
Barbur Boulevard, Contract No. 8489

The slide that occurred on July 5, 1977 between S.W. Bancroft and S.W. Viewpoint Terrace on Barbur Boulevard has been inspected by the Highway Division's geologists and engineers and the following comments are made:

1. The wall was designed for a maximum bearing pressure of 1,220 pounds per square foot. This is a very low bearing pressure, and the silty, sandy material found at the planned footing elevation is considered to be more than adequate to sustain this load.

2. The slope for the wall was excavated the first part of June, and stood vertical and exposed for a month. Over the July 4th weekend, heavy rains occurred, and in addition to the water flowing into the excavation from the hillside to the west, the highway is sloped toward the wall and the runoff from the highway for several hundred feet each way drained into the footing excavation. When the contractor attempted to pump the water out on Tuesday, July 5, the bank caved in, filling the footing excavation, which had the reinforcing steel in it.

In answer to a couple of points in your letter, the Highway Division did have a five-foot easement, which had been staked shortly after the job was started. Also, it is standard practice to close certain activities down the afternoon before a major holiday weekend, such as the afternoon of Friday, July 1, before the three-day July 4th weekend. This is especially true where the activity involves closing a highway lane in what is normally a heavy outbound rush flow of traffic.

Our solution to the problem is to build the wall as shown on the plans. We do not attempt to tell the contractor how or what method to use in his construction. This was admittedly a difficult site to build a wall; however, an easement was obtained and made available to the contractor. We would have to assume that the contractor was aware of these conditions when he bid the job and that the difficulties, site conditions, etc., were reflected in his bid prices.

Preliminary information from our investigation indicates that the reinforcing steel for the footing in question only arrived at the site on Friday morning, July 1, and that contrary to the comment in your letter, an order for concrete was never placed. Information I have received so far suggests that it would be improper for the Highway Division to assume any of the costs for additional corrective or protective work.

Very truly yours,

H. S. Coulter
State Highway Engineer

MC:lms HSC:ia

bc F. B. Klaboe
C. T. Keasey
J. L. Sollis
E. L. Hardt

FELLOWS, MCCARTHY, ZIKES & LANGFITT PC
ATTORNEYS AT LAW
808 AMERICAN BANK BLDG.
PORTLAND, OREGON 97205
TELEPHONE (503) 226-3031

DOUGLAS M. FELLOWS
JOSEPH J. MCCARTHY
DENNY Z. ZIKES
FRANK V. LANGFITT, III

DENNIS N. FREED
M. ROBERT F. SMITH

NOTED
H. S. COULTER

IN REPLY, REFER TO OUR
FILE NO. K/7658

Discussed w/ Ed Hardt. —
They are monitoring. —
HSC

RECEIVED
STATE HWY ENGR
JUL 7 '77
REFER TO Hardt
FOR

RECEIVED
DOT OPERATIONS
JUL 7 77
REFER TO Coulter
FOR
Info Memo R/D D/R Sign Act File

July 6, 1977

cy Keasty
Sollis

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTENTION: F. B. Klaboe, Administrator
and Highway Engineer

RE: ZUBER BROS. CONTRACTORS #8489
S.W. SHERIDAN ST. -- S.W. SLAVIN ROAD
(PORTLAND) SEC. PROJECT NO. TQM-M-9361(1)

Gentlemen:

This office represents Zuber Bros., the general contractor in the captioned job.

This correspondence concerns a portion of the project depicted on Sheet 5C of the plans and specifications, specifically, a retaining wall located on the west side of Barbur Blvd. between the intersections of S.W. Bancroft and S.W. Viewpoint Terrace.

Due to the failure of the State to obtain the agreed five foot easement from the McClincy interest, Zuber Bros. was required to perform their work under tenuous and unacceptable conditions. The soil conditions were unstable, a fact which should have been disclosed to our clients by the State through a proper application of core drillings carried through the area in question. Consideration of these obvious problems were ignored when your on-the-job engineers indicated to Zuber Bros. that even though concrete was ordered and ready to pour on Friday, July 1, they could not pour until July 5.

On the morning of July 5, 1977, a substantial slide occurred and caused extensive damage to the footing preparation and steel which was in place. Our engineer has indicated that in his opinion, had the footing been poured as scheduled, the slide would not have occurred.

Oregon State Highway Division
Page Two
July 6, 1977

As a result of the slide, a substantial apartment structure owned by McClincy has been threatened. While we do not believe it to be the legal responsibility of Zuber to take corrective and protective steps, Zuber will take immediate steps to attempt to protect the property. Zuber demands that the State make an immediate inspection of the problem area, and offer a solution to the problem.

All additional work performed by Zuber and any additional expense incurred as a result of the slide will be charged to the Highway Division as soon as the total expense is computed.

Very truly yours,

Bruce D. Kayser

Bruce D. Kayser

BDK/nj

cc: Zuber Bros. Contractors

8489

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
July 6, 1976

FILE:

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: SW Sheridan Street-SW Slavin Rd. Sec.
Barbur Boulevard (Portland)

TO: MEMO TO THE FILES

The City of Portland and Tri-Met have decided to explore possible UMTA funding for the project. They feel that there is a good chance to obtain a greater percentage of federal funds than available through F.A.U.S.

This project should be pulled from the August letting schedule and held in abeyance until some decision is reached.

The construction agreement has been transmitted to the city for signing and will be held there pending the outcome on the financing.

ldo

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. L. Schroeder
R. N. Bothman
L. W. Rulien
J. H. Versteeg
L. E. George
W. J. Hart
J. B. Boyd
C. T. Keasey
Ed Hardt

RECEIVED
DOT OPERATIONS
JUL 7 '76
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

NOTE
F. B. KLAB

8489

NO
H. S. C

DEPARTMENT OF JUSTICE

Memorandum

TO: R. N. Bothman
Assistant State Highway Engineer

DATE: June 24, 1977

FROM: Jack L. Sollis JLS
Assistant Attorney General

SUBJECT: Barbur Boulevard bus lanes

In reply to your memo of May 24, 1977 the Department of Transportation and the City of Portland would have authority to designate this an exclusive bus lane under ORS 487.905 (1) (b). The city would designate theirs through an ordinance passed by the city council. The Department of Transportation would have to hold a hearing relative to the designation of an exclusive bus lane on that portion that is a state highway.

I believe that when this project first arose I advised that it would not be possible to limit this to tri-met busses only as the statutes provides that specific lanes may be designated exclusively for use by busses, but not by any particular bus line or bus company.

I would therefore suggest that the criteria that you wish the Transportation Commission to adopt be presented to the July Commission meeting for their initial approval and authorize you to conduct the necessary hearings in order for them to make the designation under the Administrative Procedures Act. If you have any further questions on this matter please do not hesitate to contact me.

JLS:sjb

cc: H. S. Coulter

RECEIVED
STATE HWY ENGR

JUN 27 '77

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8489

1³

**OREGON STATE
HIGHWAY DIVISION**

DEPARTMENT OF TRANSPORTATION SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

June 7, 1977

NOTED
E. S. HUNTER

Mr. Vern Hoaglin
LANEGUARD, INC.
P.O. Box 563
Cornelius, OR 97113

Re: S.W. Sheridan Rd.-S.W. Slavin Rd.
Contract No. 8489

Dear Mr. Hoaglin:

Your letter of May 20, 1977, requesting consideration of a substitute design for the sign support poles on the subject project has been referred to me for reply.

Our Bridge Design Section has made a preliminary analysis of the support poles proposed by Fentron Highway Products, Inc., with their May 17, 1977 letter to Laneguard and found them to be acceptable pending approval of complete shop drawings. All details must conform to those shown in the contract plans.

This substitution may be subject to a reduction from the bid price depending on the analysis and approval of the complete drawings.

Please submit the drawings through the normal channels as outlined in the contract.

Very truly yours,

C. T. Keasey

C. T. Keasey
Construction Engineer

CTK:fr

cc: E. S. Hunter
Walt Hart
Ed Hardt
J. W. Cochell

RECEIVED
STATE HWY ENGR
JUN 8 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-734-3123

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 3, 1977

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. C. T. Keasey
Construction Engineer

SUBJECT:

Sign Support Poles
S.W.Sheridan St.-S.W.Slavin Rd. Sec.
Multnomah County
Bridge 16282

NOTED
E. S. HUNTER

Preliminary approval of the support pole type for the subject project, as submitted by Fentron Highway Products, Inc., with their May 17, 1977 letter to Lane Guard, is acceptable pending approval of complete shop drawings. All details shall conform to those shown in the contract plans. The proposal was submitted by a letter from Vern Hoaglin, Lane Guard, Inc.

JEB:dh
Enclosure

cc E. S. Hunter

RECEIVED
STATE HWY ENGR
JUN 6 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8489 S.W. Sheridan St.-S.W. Slavin
Rd. (Ptld.) Sec. of Pac. Hwy. W.
(Grade, pave, sign, sig. & ill.) #1

C & A 6018 1-26-77

83189

STATE COPY

L.

TO BE COMPLETED BY FHWA	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 6-77	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 1	5-29-80	Project Number M-9341(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 5, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 79,626.00	$ 91,299.00
Federal funds	$ 68,318.00	$ 78,331.00
Other revisions		

This modification is made for the following reasons: To include increase in bid item quantities, and increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of May, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon May 21, 1980

Federal Aid Project
No. M-9341(1)

S.W. Sheridan St.-S.W. Front Ave. Section
Barbur Boulevard (Portland)
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008

Channelization (Sta. 0+00 to Sta. 36+00)

Subtotal of previous estimate of April 26, 1977	$44,430.00

Previous Estimate

General Excavation	110 C.Y.	5.80	$ 638.00
Structure Excavation	260 C.Y.	7.20	1,872.00
Special Backfill	80 C.Y.	15.00	1,200.00
Concrete Driveways	75 Sq. Yd.	12.50	937.50
			$ 4,647.50

Revised Estimate

General Excavation	305 C.Y.	5.80	$ 1,769.00
Structure Excavation	281.2 C.Y.	7.20	2,024.64
Special Backfill	105.47 C.Y.	15.00	1,582.05
Concrete Driveways	108.75 C.Y.	12.50	1,359.58
			6,735.27
		Increase	2,087.77
		Subtotal	46,517.77
		Engineering	6,977.23
		Total	$53,495.00

Type Code Y002

Signing (Sta. 0+00 to Sta. 36+00)

Subtotal of previous estimate of April 26, 1977	$27,957.65

Additional Items

Relocate Strain Pole (PA #7)	All Required	$ 4,550.00
Install Hand Holes (E.W.O. #8)	All Required	366.00
		$ 4,916.00
	Subtotal	32,873.65
	Engineering	4,930.35
	Total	$37,804.00

Length of Project - - - - - 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Channelization	$53,495.00	$45,897.00	$3,799.00	$3,799.00
Signing	37,804.00	32,434.00	2,685.00	2,685.00
TOTAL	$91,299.00	$78,331.00	$6,484.00	$6,484.00

Group 1-18%
Contract No. 8489
Prefix 26-1090

8484

STATE COPY

1

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-29	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-5-77	State Oregon County Multnomah Project No. TOM-M-9361(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.W. Front Ave.-S.W. Slavin Rd. Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-2-77	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 85.80%

ESTIMATED TOTAL COST OF PROJECT $ 393,578.00	FEDERAL FUNDS $ 337,698.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator MAY 5 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Hacek

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, April 26, 1977

FEDERAL AID PROJECT
No. TQM-M-9361(1)

S.W. Front Ave.-S.W. Slavin Rd. Section
Pacific East Highway
Multnomah County

Project Agreement Estimate.

Type Code Y008
Channelization (Sta. 36+00 to Sta. 101+60)

Mobilization	All Required (90%)		$ 3,150.00
Temporary Protection and Direction of Traffic	All Required (90%)		4,050.00
Temporary Signs	400 Sq. Ft.	6.00	2,480.00
Flagmen	280 hr.	18.00	5,040.00
Clearing and Grubbing	All Required		3,500.00
Removal of Structures and Obstructions	All Required		21,800.00
General Excavation	1,590 cu. yd.	5.80	9,222.00
Structure Excavation	1,390 cu. yd.	7.20	10,008.00
Special Backfill	50 cu. yd.	15.00	750.00
1"-0 Aggregate Base	400 ton	8.20	3,280.00
Class "C" Asphalt Concrete Mixture	1,700 ton	17.20	29,240.00
Asphalt Cement in Mixture	110 ton	96.00	10,560.00
Concrete in Walls	692 cu. yd.	143.00	98,956.00
Reinforcement in Walls	44,550 lbs.	0.25	11,137.50
8-inch Sewer Pipe	40 lin. ft.	22.00	880.00
Concrete Inlets, Type P	4 only	260.00	1,040.00
Capping Inlets	4 only	150.00	600.00
CL-5R Chain Link Fence	410 lin. ft.	4.80	1,968.00
Concrete Walks	485 sq. yd.	10.80	5,238.00
Sidewalk Ramps	1 only	250.00	250.00
Concrete Curbs	75 cu. yd.	95.00	7,125.00
Concrete Islands	30 cu. yd.	90.00	2,700.00
Adjusting Manholes	3 only	150.00	450.00
Mono-Directional Crystal Type I Markers	560 only	3.65	2,044.00
Bi-Directional Yellow Type I Marker	630 only	3.65	2,299.50
Impact Attenvator	All Required		8,500.00
			$246,268.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 3,000.00
Temporary Erosion Control (E.W.)	All Required	900.00
		$ 4,200.00

	Subtotal		$250,468.00
	Engineering		25,046.00
	TOTAL		$275,514.00

Type Code Y002
Signing (Sta. 36+00 to Sta. 101+60)

Removal of Existing Sign Installations	All Required (75%)		187.50
Wood Sign Posts	All Required (45%)		1,265.85
Sign Support Footings	All Required (57%)		13,167.00
Span Wire Support Structure Sta. 50+10	All Required		2,700.00
Span Wire Support Structure Sta. 70+00	All Required		2,700.00
Span Wire Support Structure Sta. 91+00	All Required		2,700.00
Structure Mounts	All Required		2,100.00
Type "C" + "D" Signs in Place	480 sq. ft.	9.00	4,320.00
Type "EE" Signs in Place	15 sq. ft.	10.00	150.00
Type "H" Signs in Place	60 sq. ft.	8.00	480.00
Sign Illumination Equipment	All Required (65%)		13,780.00
Flashing Beacon Installation, Complete	All Required		920.00
Traffic Signal Installation, Complete	All Required		49,070.00
	Subtotal		$ 93,540.35
	Engineering		9,354.65
	TOTAL		$102,895.00

Type Code Y030
Illumination (Sta. 36+00 to Sta. 101+60)

Removal of Existing Illumination	All Required	$ 2,080.00
Lighting Poles	All Required	580.00
Foundations	All Required	6,370.00
Liminaires and Ballasts	All Required	1,220.00
Switching, Conduit, Wiring, Lamps, etc.	All Required	3,540.00
	Subtotal	$ 13,790.00
	10% Engineering	1,379.00
	TOTAL	$ 15,169.00

Length of Project 0.00 mile

Work Retained in Program Status
(not included in totals below)

Permanent Pavement Striping (City)	All Required	$ 400.00
Remove Pavement Striping (Exist. & Temp)	All Required	10,000.00
Work by Portland Bureau of Lighting	All Required	5,000.00
Work by Portland Bureau of Water Works	All Required	6,000.00

Summary of Funds (85.80%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Channelization	$275,514	$236,390	$19,562	$19,562
Signing	102,895	88,283	7,306	7,306
Illumination	15,169	13,015	1,077	1,077
TOTAL	$393,578	$337,688	$27,945	$27,945
TQM-Funds (Firm)	$318,200	$273,000	$22,600	$22,600
Urban-Funds	$75,378	$64,688	$5,345	$5,345

Group 2 53% TQM Group 3 29% M

Contract No. 8~~2~~489

Prefix 26-1090

8481

STATE COPY

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
MONTHLY TRANSACTION NO. 5-31	**FEDERAL-AID PROJECT AGREEMENT** 5-5-77	County Multnomah Project No. M-9341(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S. W. Sheridan St.-S. W. Front Ave. Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-2-77	0.00
OTHER *(Specify)*		

FUNDS Pro rata 85.80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 79,626.00	$ 68,318.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By ED Webster
Deputy State Highway Engineer
(Title)
By ____________________
____
(Title)
By ____________________
____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator MAY 5 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Hacek

Oregon State Highway Division
Salem, Oregon April 26, 1977

Federal Aid Project
No. M-9341(1)

S.W. Sheridan St.-S.W. Front Ave. Section
Barbur Boulevard (Portland)
Multnomah County

Project agreement estimate.

Type Code Y008
Channelization (Sta. 0+00 to Sta. 36+00)

Mobilization	All Required (10%)		$ 350.00
Temporary Protection & Direction of Traffic	All Required (10%)		450.00
Temporary Signs	80 sq.ft.	6.20	496.00
Temporary Barricades	2 only	200.00	400.00
Flagmen	40 hr.	18.00	720.00
General Excavation	110 cu.yd.	5.80	638.00
Structural Excavation	260 cu.yd.	7.20	1,872.00
Special Backfill	80 cu.yd.	15.00	1,200.00
Concrete in Walls	142 cu.yd.	143.00	20,306.00
Reinforcement in Walls	9,830 lb.	0.25	2,457.50
Concrete Walks	1,055 sq.yd.	10.80	11,394.00
Concrete Driveways	75 sq.yd.	12.50	937.50
Sidewalk Ramps	2 only	250.00	500.00
Mono-Directional Crystal Type I Markers	310 only	3.65	1,131.50
Bi-Directional Yellow Type I Markers	350 only	3.65	1,277.50
			$44,130.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 200.00
Temporary Erosion Control (E.W.)	" "	100.00
		$ 300.00

Subtotal	$44,430.00
Engineering	4,443.00
TOTAL	$48,873.00

Type Code Y002
Signing (Sta. 0+00 to Sta. 36+00)

Removal of Existing Sign Installations	All Required (25%)	$ 62.50
Wood Sign Posts	" " (55%)	1,547.15
Sign Support Footings	" " (43%)	9,933.00
Span Wire Support Structures, Sta. 2+00	" "	2,700.00

Span Wire Support Structures, Sta. 23+00	" "		2,700.00
Type "C" & "D" Signs in Place	355 sq.ft.	9.00	3,195.00
Type "H" Signs in Place	50 sq.ft.	8.00	400.00
Sign Illumination Equipment	All Required		7,420.00
	Subtotal		$27,957.65
	Engineering		2,795.35
	TOTAL		$30,753.00

Length of Project - - - - - - - - - - - 0.00 mile

Summary of Funds (85.80%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Channelization	$ 48,873	$41,933	$3,470	$3,470
Signing	30,753	26,385	2,184	2,184
TOTAL	$ 79,726	$68,318	$5,654	$5,654

Group 1 - 18%
Contract No.: 8489
Prefix: 26-1090

003940

NOT
MICROFILMED
ORIGINAL

#8489

NUMBER: 003940
BOX NO: 1
ROLL NO: 191
FILE NO: 8489

Put in sheet
& give number,
as you would
an oversized
or colored map.

Barber Blvd. Bus Lanes
9-12-77 Hearing Tape.

84189

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-66)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Portland
1220 S. W. Fifth Avenue
Portland, Oregon 97204

Attention of Mr. George Yerkovich
City Auditor

Request No. (assigned by staff engineer or head of division) cc-1721

Date April 1, 1977

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $35,850.00

Quantity	Unit	Description	Unit Price	Amount
		Partial Transfer of Advance Deposit for construction on S. W. Sheridan St.-S. W. Slavins Rd. (Portland) Section of Pacific Highway W. (FAU 9361). Covered by Agreement No. 6018		30,850.00
		Amount to be Retained		$ 5,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $35,850.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 26-1090-235

Submitted by: F. Hildebrandt
F. F. Hildebrandt

Approved:
Division Engineer

Approved:
G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

8489 1W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, OR 97310
March 2, 1977
1C

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Sign Plans
S.W. Sheridan St.-S.W. Slavin Rd.
Pacific Highway West
Multnomah County

After receiving copies of correspondence from Region 1 questioning the appropriateness of the proposed contract signing on the above subject section, Bob Bothman responded to the questions set forth in Walt Hart's memo. There are significant differences between the contract plan and the preliminary plans for signing. Metro is handling this and we don't feel that it is appropriate for us to make any additional comments at this late date.

L E George
L. E. George
Traffic Engineer

GE:rah

?

1 Versteeg 1
Olson Don
2 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAR 0 3 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO
2 Beard WKB
Cole
Eriksen
Hager
1 Sample JDL8
Watson
Wolfe
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

3-10-77
Discussed with Glen Eaton
he will get back with Region
and determine what is needed
if anything and advise us
appropriately.
Doc

8489

March 10, 1977

Zuber Bros. Contractors, Inc.
3600 S.E. 28th
Portland, OR 97202

Gentlemen:

The Oregon Transportation Commission on February 28, 1977, accepted your proposal for work on the S.W. Sheridan Street-S.W. Slavin Road Section in Portland on City streets and the Pacific Highway West in Multnomah County in the amount of $425,686 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

These conditions were fulfilled and the State Highway Engineer on March 9, 1977, awarded you the project, which has been assigned Contract No. 8489.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 22, 1977.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Enc.

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

bbc C. T. Keasey
Walt Hart - Bridge
Robert Church
Region 1 Engineer
J. W. Cochell
L. E. George
SAIF
SAIF

#8489

STATE OF OREGON INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: March 10, 1977

FROM: ROBERT N. BOTHMAN Bothman
Ass't. State Highway Engineer

SUBJECT: Project staff meeting, March 1, 1977

The following projects were reviewed:

1. I-205 - The critical projects on the schedule are proceeding satisfactorily. There will be delay in the non-critical projects from one to two months. The delay is in the PS&E stage. The Owens-Illinois right-of-way package is due March 1, and is critical. Unless this can be expedited by Boyd, there is a possibility of a one-year delay in the construction of the Owens-Illinois section of I-205.

   The design in Limbocker's section is well on schedule. He will hang onto the help in Region 1. Utility contracts are underway on the project and progressing satisfactorily. The Parkrose water tank relocation is under construction. The I-205 bridge was advertised for contract, with a letting date of May 5.

   Dan Gano reported on the percolation studies underway in the I-205 corridor to determine the feasibility of dry wells for storm drainage. Foundation studies continue for the I-205 structures.

2. Banfield Transitway - The LRT alternative has been added to the project as Alternative No. 6. This alternative extends from the Mall via Morrison to First Avenue to the Steel Bridge to Holladay Street to the Banfield Freeway to I-205 to Burnside Street to 202nd Avenue to the PTC right-of-way to the fairgrounds in Gresham. The hearing has been rescheduled for November 1977. The consultant, DeLeuw Cather is primarily responsible for the downtown portion. ODOT is responsible for the Banfield portion and the I-205 portion, and the county is responsible for the Burnside portion. The work on the busway alternative is complete, insofar as the field work activities, and all activities will be diverted to the LRT alternative.

3. Columbia Boulevard - The city is scheduled to complete the neg dec this month. Bresnan's work is at a standstill on the project. The neg dec is based on Alternative C, although that decision has not been made by the city council. The hearing has been scheduled for May. Willhite needs to develop a schedule to update the latest development after the neg dec is complete.

4. Grand Avenue - The location effort has been submitted to the Salem Design Section. Lighting and signals are underway with Salem coordinating this effort with the city. There is a question about the funding; perhaps a need for additional allocation of urban system funds for the project.

5. Holgate Bridge - The city is pursuing the four-lane section. Bridge design is underway (why under PE?). The preliminary engineering is scheduled for completion by the city this month. The neg dec is scheduled for completion this month. The hearing is scheduled for April.

6. Halsey Street - The right-of-way is held up by the city attorney. All parcels have been submitted by ODOT to the city. These are construction easements. The job is set back from February to a May letting. Follow-up should be pursued with the city to light a fire under the city attorney.

7. Barbur bus lanes - project contracted

8. E. Burnside - Two sections have been established for PE; the Fairview/Powell section has been verbally OK'd for programming. No survey authorization has been obtained. The county agreements are in a re-write status in the Salem shop and need to be expedited in order to allow the county to proceed with the work. This project needs some attention in order to accomplish the paper work to allow the county to proceed. The county had expectations of going to construction on this project early in the summer and completing the initial phase in 1977.

9. Macadam Avenue signals - This is an FAU project. The state will handle the PE work. McClure needs to develop a schedule. The survey authorization has been promised. The location work will be assigned to a Region 1 resident to accomplish. I would like a schedule which would indicate an early completion of this project,so it is not held up,due to the emphasis on the activities on Macadam Avenue over the last four years.

10. Sellwood Bridge - Correspondence from FHWA indicates this project is in conflict. The city is proceeding with the study on Macadam Avenue; the county is proceeding with the project at Sellwood Bridge. It appears the bikepath may be the problem. I will attempt to negotiate a meeting with FHWA, the city of Portland, and Multnomah County to review the status of the project and assure the efforts are coordinated.

11. Powell Boulevard - Ross Island Bridge/52nd Avenue - The city council will consider this project on March 3. Consideration will be given to a sign ordinance, parking lots to be provided by the city, and landscaping. We need to expedite the right-of-way descriptions, and programming of federal aid primary monies in order to initiate right-of-way expeditiously with approval of the project to provide for construction early in the summer of 1978. Bresnan advised the right-of-way map will be complete in two weeks. Design approval is anticipated April 1.

12. Powell Boulevard - 50th/92nd avenues - Borresen is organizing the TAC. The survey authorization will be submitted to Salem. Programming has been requested. The project was approved March 24 at the CRAG board for PE funding. Borresen needs to outline and establish the schedule of activities over the next year for this project to organize the effort to kick it off as soon as the survey authorization is approved. A major determination needs to be made as to how the DEIS for this Category 2 project will be accomplished within the time frame established.

13. I-505 - The FEIS was submitted to FHWA this date for corridor approval. Low-cost alternative designs have been submitted to traffic for analysis. These were worked up by the Design Section and range in cost from $17 million to $19 million. Once we have both the designs and the traffic analysis, I will meet with the city to review the direction to be taken once the corridor approval is obtained.

14. Greeley/I-5 and Basin/Going - Citizen and technical advisory committees have been meeting. Alternatives have been pared down to three alternatives for each section. The basic work at this time is with the Port in developing the Basin/Going with an attempt to bring the alternatives for consideration to two. The traffic analysis work is underway in Hanks' office. The consultant advertisement has been prepared for consideration by Hunter. We seem to be on schedule with this project.

15. Front Avenue - Preliminary plans have been submitted to Salem for consideration. The project is scheduled for contract in October 1977. Funding could be a problem based on the estimate. The final design is projected to be accomplished by the city, and construction will be by the city.

16. SW 24th and Barbur - The project agreement has been sent to the city of Portland for approval. Preliminary plans have been prepared and are ready to be transmitted to the Location Section. Construction will be accomplished by contract.

17. Title II projects - Dennis Peterson has been assigned the responsibility for the traffic evaluation of the proposed projects. Jon Rose has prepared a Title II checklist for expediting the advancement of these projects.

18. Kerr Road - Multnomah County has terminated this project. Clackamas County and the city of Lake Oswego must do likewise to provide funds for the Oswego Creek Bridge.

19. Salmon River curves - Project approval has been requested from FHWA. The project is being advanced without a hearing because no request was received.

20. Greenburg Road - We have received a project request without an environmental assessment.

21. Wilsonville Road bikeway - Mike Borresen has prepared a reconnaissance design. This calls for a 7-foot wide curbed bikepath on the southside of Wilsonville Road beneath the I-5 structure. A cost estimate has yet to be prepared. Construction will be accomplished by state and county forces.

22. Sherwood Boulevard - Jim Cochell has completed the field work. Slope easements will be required. These will involve up to 12 separate right-of-way files. These files are necessitated by the addition of an 8-foot bikepath to the project. This was not included in the environmental assessment based on the original project request.

23. Tenth Avenue-Golf Course Road (Cornelius) - Burnett is proceeding with the location survey. The assessment calls for a sidewalk on both sides of a 40-foot street with no median. There may be a conflict with existing utility poles. Burnett will work with Ted Inloes on this. Funds are not included in this project for railroad crossing protection. Jim Chidsey will be contacted regarding funding sources for a separate project for railroad crossing protection.

24. Mt. Hood Post Office to Willow Flat Road - Rob Cameron has made a recon estimate for an alteration in the drainage design on this project as suggested at the public hearing. The cost appears to be more than the benefit of making this change.

25. River Road - Field work will be completed in several weeks. Clackamas County will hold a public information meeting on March 31, at Riverside School. The project should be ready for transmittal to the Location Section by May 1. The contract date has been set back to October 1977.

26. St. Helens Truck Route - One parcel of land requires a slope easement. The negative declaration should be completed by May 1.

27. Mary S. Young Park bikepath - This project has been placed on the shelf temporarily by giving priority to other projects. When it is reactivated, Cameron will re-evaluate the project towards placing Class 3 bikeways on road shoulders.

28. Red Bridge - Field work will begin in two to three weeks following completion of River Road.

29. N. Tigard/S. Tigard Interchange - The hearing transcript is being prepared. The city of Tigard has approved Alternate 2. Clackamas County will approve Alternate 2, and Multnomah and Washington counties are expected to also approve this alternate. Right-of-way acquisition should start by October 1977.

30. Warren/Scappoose - The DEIS has just been signed and should be printed in two weeks. Bob Ewen anticipates a hearing the last of April on the bypass.

31. Clatskanie - Paul Barnhart will act as location engineer. The project is awaiting approval of the authority for survey.

32. SE 82nd Drive - Rob Cameron will act as location engineer. The field work is scheduled to begin July 1. An approved authority for survey has not been received.

33. SW 72nd Avenue Interchange - This project will start after approval for E-4 funding.

34. 158th Avenue/Jenkins Road - The assessment as received from Washington County is inadequate. Ewen will meet with the county to resolve what is needed to complete the assessment.

35. Progress ramps - Craig Markham will handle the negative declaration for this project.

36. Nyberg Road - The original project on Nyberg Road has been divided into two sections; SW 65th to I-5 and I-5 to SW 89th. New project requests and assessments will be originated. Ewen will followup on this.

ebg

cc: F. B. Klaboe
H. S. Coulter
J. B. Boyd
J. H. Versteeg
G. A. Potter
E. L. Hardt
W. J. Hart
L. E. George
L. W. Rulien
F. E. Terpin

RECEIVED
STATE HWY ENGR
MAR 14'77
REFER TO
FOR
Info Inves R/D D/R Sum Act File

8489.

626-1901
330

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET

PACIFIC BUILDING
520 S.W. YAMHILL STREET
PORTLAND, OREGON 97204
(503) 238-4844

March 3, 1977

CAE FE PR1 PR2 DE
O.S.H.D. = METRO
MAR 4 1977
FILE T/A

Mr. Robert N. Bothman
Assistant State Highway Engineer
OREGON STATE HIGHWAY DIVISION
5821 Northeast Glisan Street
Portland, Oregon 97213

Dear Bob,

This is in response to your letter of January 17, 1977. Tri-Met staff has again reviewed the issue of transit service to the Rasmussen Village on Barbur Blvd. The only feasible transit access for Village residents is via bus stops on Barbur. There is certainly some danger to bus riders attempting to cross Barbur Blvd. after debarking from a bus on the west side of the street. However, there is no feasible bus routing option that will solve this problem. The solution may be in the construction of a pedestrian overpass, a pedestrian activated signal, or the elimination of this bus stop entirely.

The completion of the Barbur bus lane should not adversely affect this problem. Local bus service will continue to serve Rasmussen residents.

Sincerely,

T. S. King
General Manager

cc Klaboe
w/attachment

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
MAR 9 - '77
REFER TO

FOR
Info Inves R/D D/R Sign Act File

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

METROPOLITAN SECTION, 5821 N.E. GLISAN, PORTLAND, OREGON 97213

January 17, 1977 Telephone 238-8226

TOM KING
General Manager
Tri-Met
520 Southwest Yamhill
Portland, OR 97204

During the project implementation of the Barbur Boulevard bus lanes, considerable discussion evolved about the safety of bus passengers exiting southbound buses on Barbur, crossing to Rasmussen Village.

Several discussions were held with tenents of the shops and apartments in the village to establish a replacement bus service on Corbett to serve those passengers now served from Barbur.

The project is now becoming a reality, with scheduled implementation late in 1977. It appears appropriate to review the safety impacts on the bus passengers served by Tri-Met at Rasmussen Village and determine if it is necessary and possible to replace that service with comparable service from other lines.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: F. B. Klaboe
H. S. Coulter

8489 3-2-77 1

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-9341(1) & TQM 9361(1)

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71402

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 7 '77
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED: 2-4-77

DATE AUTHORIZATION EFFECTIVE: 2-22-77

FEDERAL ROUTE NUMBER: FAU 9341 & 9361

STATE ROUTE NUMBER: Primary 1W and City Street

GENERAL LOCATION:

"S.W. Sheridan St. - S.W. Slavin Rd. Section"

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Utility adjustment
(City of Portland Bureau of Water Works)
TEC $8,926 - FF $7,658.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Cartwright's letter of 2-22-77, you are authorized to proceed with the actual adjustments for the City of Portland's Water Main relocation. Reimbursement on an actual cost basis of $8,926 - FF $7,658 is approved. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal Aid Program Manual.

I approve the agreement with the City of Portland Bureau of Water Works consisting of their letter of 2-8-77, Metro Utility Engineer's letter of 2-11-77 and the plans and estimate furnished by Mr. Cartwright's letter of 2-22-77.

DATE: 3-2-77

SIGNATURE OF APPROVING OFFICIAL: G.K. Hossner for

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

bc w/att: [illegible] Rose - Upon receipt of city's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-266 and submit to Finance Branch.

March 1, 1977

Mr. George Yerkovich
City Auditor
City of Portland
1220 S. W. Fifth Avenue
Portland, Oregon 97204

Dear Mr. Yerkovich:

On February 24, 1977 a satisfactory bid was received from Zuber Brothers Construction, Inc., 3600 S. E. 28th Avenue, Portland, Oregon 97202, for the improvement on S. W. Sheridan Street-S. W. Slavin Road (Portland) Section of Pacific Highway, West (FAU 9361).

The anticipated construction cost based on their bid is as follows:

Contractor's Bid	$425,686.00
Additional Anticipated Items	
Permanent Pavement Striping	
State	3,200.00
City	400.00
Remove Pavement Striping Existing and Temporary	10,000.00
Temporary Erosion Control	1,000.00
Adjust Utilities	
Portland Bureau of Lighting	5,000.00
Portland Bureau of Water Works	6,000.00
Contingencies (4-1/2%)	20,307.87
Engineering (9%)	40,615.74
Estimated Total Cost	$512,209.61
City's Advance Deposit (7%)	$35,850.00

Please make your check in the amount of $35,850 payable to the Oregon State Highway Division and send it to Mr. Jon Rose, Region 1 Federal Aid Engineer, 5821 N. E. Glisan Street, Portland, Oregon 97213.

Very truly yours,

Robert H. Prange
Local Projects Manager
Local Government Programs Unit

RHP/FFH:sch

☐ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

8484

1

STATE OF OREGO

INTERO CE MEMO

TO: J. H. VERSTEEG
Design Engineer

DATE: February 16, 1977

FROM: R. N. BOTHMAN Bothman
Ass't. State Highway Engineer

NOTED
E. S. HUNTER

SUBJECT: S.W. Sheridan Street/S.W. Slavin Road
section of Pacific West Highway

The signing on the subject project was patterned after the Seventh Avenue Reversible Buslane in Miami, Florida.

The Barbur Boulevard buslane has been designed to be identical to the Seventh Avenue project after I reviewed it and obtained supporting documentation. The project was working successfully during my visit and appears the way to go.

We considered additional signing with sign bridges, but discarded that due to the high cost, and believe by comparison of the two plans, we could operate with our design.

Most of the lane is on the city portion of Barbur and out of state jurisdiction. Don Bergstrom, city Traffic Engineer, has worked closely with us on the project and has signed off on that signing.

Therefore, in response to Ron's real question, there has been actual operational experience with this type of exclusive peak-hour buslanes, and it has worked successfully. I recommend we follow through with the plans as they were laid out.

ebg

cc: E. S. Hunter
E. L. Hardt
W. J. Hart

RECEIVED
STATE HWY ENGR
FEB 17'77
REFER TO
FOR

[illegible]	Inves	R/D	D/R	Sign	Act	File

81-125-1387

8489

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

2-2-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO
M-9341(1) & TQM-9361(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
71402

TO:

Mr. H. Scott Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 28 '77
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED
2-2-77

DATE AUTHORIZATION EFFECTIVE
2-2-77

FEDERAL ROUTE NUMBER
FAU 9341 and 9361

STATE ROUTE NUMBER
Primary 1W and City Street

GENERAL LOCATION:
"SW. Sheridan St.-SW.Slavin Road Section"

GENERAL DESCRIPTION OF WORK:
Channelization, Signing, and Pavement Marking"
Code Y008, Y002 and Y030 Miles 0.0

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

Permanent Pavement Striping (S.F.)	$3,200
Temporary Erosion Control	$1,000

☐ ACQUISITION OF RIGHT OF WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 1-31-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $595,132 - Federal Funds $510,620.

A signed copy of the Title Sheet is returned herewith.

DATE
2-2-77

SIGNATURE OF APPROVING OFFICIAL

TITLE
Dist. Engr. for Division Admin.

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Scale

8289

1

January 26, 1977

City of Portland
City Hall
Portland, OR 97204

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 6018

Gentlemen:

Attached for your files are two fully executed copies of an agreement for improvement of the S.W. Sheridan Street-S.W. Slavin Road (Portland) Section of Pacific Highway West (Barbur Boulevard), FAP 9.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosures

bc: Don Harwell (agreement attached)

8489

1W

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/24/77
Donald L [illegible]

1-27-77 Bid Letting ____________ All Clear Deadline

SECTION Sheridan-Slavin (Portland)
Highway Pacific West
County Multnomah Region 1
Type of Work G, P, Signals Funds FAU FAUS
State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☐	☒	☒	☐	☒	Noise exception - No winter const - No mitigation recommended
Negative Declaration	☒	☐	☐	☐	☒	
Project Assessment	☒	☐	☐	☐	☒	
Write-off Letter	☒	☐	☐	☐	☒	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☒	
D.O.G.M.I.	☒	☐	☐	☐	☒	
Corps of Engineers	☒	☐	☐	☐	☒	
Coast Guard	☒	☐	☐	☐	☒	
Co. Conditional Use	☒	☐	☐	☐	☒	
NPS Air Pollution	☒	☐	☐	☐	☒	
NPS Water Pollution	☒	☐	☐	☐	☒	
CULTURAL:						
Cultural Survey	☒	☐	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☒	
NOISE:						
Noise Study	☐	☒	☐	☐	☒	study made - recommend no mitigation measures

8289

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

METROPOLITAN SECTION, 5821 N.E. GLISAN, PORTLAND, OREGON 97213

Telephone 238-8226

January 17, 1977

NOTED
H. S. COULTER

TOM KING
General Manager
Tri-Met
520 Southwest Yamhill
Portland, OR 97204

During the project implementation of the Barbur Boulevard bus lanes, considerable discussion evolved about the safety of bus passengers exiting southbound buses on Barbur, crossing to Rasmussen Village.

Several discussions were held with tenents of the shops and apartments in the village to establish a replacement bus service on Corbett to serve those passengers now served from Barbur.

The project is now becoming a reality, with scheduled implementation late in 1977. It appears appropriate to review the safety impacts on the bus passengers served by Tri-Met at Rasmussen Village and determine if it is necessary and possible to replace that service with comparable service from other lines.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: F. B. Klaboe
H. S. Coulter

RECEIVED
STATE HWY ENGR

JAN 18 '77

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8-489

1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 6, 1977

FILE:

A D Olson

FROM: A. D. Olson
Preliminary Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Noise Study Report
S.W. Sheridan-S.W. Slavin Road
Barbur Blvd. (Highway 99W)
City of Portland
Multnomah County

The noise study report for the proposed exclusive bus lane indicates that all unshielded properties within 180 to 200 feet of the outside lane of the existing facility presently has noise greater than L_{10} 70 dBA. Most of the dwellings presently have noise of 75 to 85 dBA. The proposed project would increase the noise about 1dBA--an imperceptable change.

Due to topography and access there were only 7 places where the study report indicated that sound reducing walls would be possible. This would provide some protection for 19 buildings at a rough cost of $135,000, not including right of way if any is required. A review of the mosaic would indicate that there are 40-50 more buildings which appear to be dwellings that can not be "protected" because of access or topography problems.

The walls that were considered vary from 6 to 8 feet in height and would provide from 4 to 12 dBA reduction in noise. They would not reduce the noise level below the 70 dBA guideline but were believed to be as high as practical. It appears that 15 to 20 foot walls would be required to get down to 70 and flanking noise would probably defeat that attempt.

The increase in noise attributable to the project is imperceptable, only partial mitigation can be provided for a fraction of the properties in the project area and the cost would be prohibitive. Nothing done under the project would preclude providing attenuation in the future if the "state of the art" advances to the point where something practical can be done in areas such as this that exist along all major arterials.

Construction of the indicated walls would not be an appropriate expenditure of public funds and should not be considered for inclusion in the contract.

ADO:az
cc: E. S. Hunter
R. N. Bothman
Gary Potter

RECEIVED
STATE HWY ENGR
JAN 7 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8489:

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
January 5, 1977

FILE: ADM

NOTED
H. S. COULTER

FROM: R. N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Project staff meeting
January 4, 1977

TO: MEMO TO THE FILE

The attached, updated priority listing was reviewed and is the current priority for project work.

Discussion pursued the following projects:

1. Banfield Transitway - Don Adams presented the slide show presentation, advising of the major effort and requirement of staff time during the next month in presenting the Banfield project to the public.

2. Powell Boulevard - Mike Borresen reported on the hearing for the Powell Boulevard project in December. The neg dec will be required, with anticipated presentation of the project with that document to the commission in February. The project will go to the city council the third week in January. Borresen is preparing the packet for city council presentation. He will develop the schedules for the current Ross Island Bridge-52nd Avenue project, including past activities and projected activities, and will also initiate the schedule for the second project, 50th Avenue-I-205. The project development activities by Borresen will have to be coordinated with Bresnan's ability to proceed with the work. Bresnan will require two to three months to finish the preliminary engineering and submit the Ross Island Bridge-50th Avenue section to Salem, at which point his activities will be diverted to the second section of Powell. At that point Borresen should have the initial formation of the advisory committees and preliminary lead-in work accomplished, and be ready to proceed with developing alternatives. Borresen will pursue any necessary agreements with the county and city insofar as the Ross Island Bridge-50th Avenue section, pertaining to maintenance, etc. Bothman should pursue establishing a "no prejudice letter" from FHWA to establish funding to eliminate further expenditure of state bond monies (local match for E-4) on Powell Boulevard projects since they have been approved and submitted to FHWA for programming.

   Activities are critical on this project to (1) obtain the necessary approvals through the city, OTC, and FHWA, and (2) to proceed with the E-4 funding to initiate right-of-way acquisition this spring to facilitate construction in the spring of 1978.

3. I-505 Schulte reported that the FEIS for the project is still in Salem subject to graphic revisions. He reports the FEIS will be returned to FHWA in about two months. It is obvious this projects needs administrative help if we are to proceed with approval of a corridor. Bothman should pursue this administrative help.

4. Greeley/I-5 - Basin/Going Schulte presented the schedule for the project and advised of the activities of the TAC which has met once on the project, and the CAC which is scheduled under the direction of Connie McCready to meet for the first time on February 4. The TAC will meet for the second time on January 11. Schulte will proceed to prepare the third authorization in order to align

the preliminary engineering money for the Greeley/I-5 ramps with the programmed TIP money, and also to provide sufficient funds to carry the project through the one-year development period. The project is scheduled for a hearing in December 1977. The two previous authorizations were improperly prepared by wrong persons. Schulte will initiate the first run of traffic projections based on the Swan Island Task Force selected alternative which will initiate the traffic studies.

5. Sunset Transitway - Adams advised the project is in a hold situation, with only minimum public participation underway. A meeting is scheduled this month for the CAC.

6. Columbia Boulevard - Willhite reported on this project; the DEIS is underway by the city. No decision has been reached on the preferred Alternative C. The project is under the direction of Glen Pierce. Bothman should contact the city to discuss the priority of this project.

7. N. Tigard-S. Tigard section of I-5 - Ewen reviewed the status of this project with the public meeting scheduled for January 20, at 7:30 p.m., and the formal public hearing scheduled for February 10, at 7:30 p.m. The schedule of activities, leading to the project, have been published and initiated with the initial public notices, etc., and interested-party letters transmitted.

8. Scappose Bypass - Ewen reported the hearing is tentatively scheduled for March, the DEIS will be revised to respond to the series of public meetings he has scheduled for January, and a meeting with the committee established by the Mayor to review the alternatives. The groundwork is being substantiated prior to proceeding with the hearing on this project, and the DEIS will reflect that activity.

9. Mt. Hood Postoffice-Willow Flat Road - Jon Rose reported on the project. The formal hearing is scheduled for January 26. The initial public notice has been given; the project is on schedule for the hearing.

10. Broadway/Holladay-Clay/Harrison Frank Bresnan reported on the project. The preliminary plans have been transmitted to the city. The power company has advised they intend to remove their poles going to an underground circuit which will require new street lighting poles on the project. The project is under the direction of Pierce. The city was to return the preliminary plans with their data for the lighting and signal work on the plans by February 1. Bothman should contact the city to establish their position with this new development requiring the additional street lighting, and to establish the priority for this project with the city.

11. River Road - Ewen reported on this project. The survey is on schedule. It is scheduled for completion in March 1977. The project is scheduled in the TIP for construction in 1977 and needs to be expedited to completion, insofar as planning and design.

[illegible] Development [illegible]

221-0141

1.

12. Allen Avenue Interchange - Jim Cochell reported on the review and redesign of Lee Street on the project. Consensus of Cochell, Hardt, Rolfe, McClure, other staff, and me is that we should initiate the alternative providing for the redesign of Lee Street to coincide with King Street, providing satisfactory access to Resers and providing for a satisfactory access to the state police/MVD offices, and all the heavy traffic on King Street south of Allen Avenue. Cochell was instructed to proceed with completion of the redesign to provide for the connection of Lee Street to King Street, and to carry this plan to the affected property owners--the two or three houses which will have to be taken, plus the adjacent property owners to those several houses. With completion of the design, Markham will re-evaluate the DEIS to determine whether we can proceed on the basis of a FEIS, or if we will be required to proceed with a supplemental impact statement.With the above information I will submit the project to Coulter requesting the final design include the Lee Street connection. The project is scheduled in the FY 1978 program and should be expedited at this point in order to facilitate contracting in 1978.

13. Progress Interchange - Ewen reported we have the survey authorization. He is scheduling the project activities in order to provide for a design decision on this ramp by July 1, 1977.

14. 72nd Avenue Interchange - This project is in a hold position pending receipt of E-4 funding. The state bond monies allotted to the project are being held to provide for local match of the E-4 monies. It is anticipated this project will be approved by the CRAG board for E-4 funding on January 27, which will provide for a package transmittal to CRAG the following month, requesting PE from E-4 funds. That package should be prepared this month, similar to the package prepared on the PE for Powell Boulevard. It should be ready for transmittal to CRAG on February 1. Ewen should proceed to develop this package. Bothman should check into the possibilies of a letter of "no prejudice" on this project also, which would facilitate proceeding with the initial design activities prior to receipt of E-4 funding, and further providing that E-4 funding be backdated to pay for the project activities. The project is currently funded under the bond program and could be continued under that funding if we were aware that E-4 would be applicable, retroactively when approval is received.

15. Holgate Bridge - Willhite reported that the city was proceeding with the neg dec on the basis of a four-lane section. The CAC and TAC are active on the project.

16. Fremont Bridge Ramps - Willhite advised the project will be presented to the Planning Commission this date, and to the city council in about one month. Response was about one-third in favor of the three basic alternatives, with no conclusion reached at the hearing.

17. Sandy Boulevard @ 12th Avenue - The city has agreed upon the low-cost alternative which is a modification of the channelization and signalization. The project should go to the city council this month.

18. Halsey Street - This project is scheduled for February letting. Grothaus advised the right-of-way is coming along satisfactorily towards that end.

19. Barbur Boulevard - The project has been delayed to the February letting. The city council has taken the necessary action to proceed with the project. All parts of the project are clear.

20. E. Burnside - Multnomah County is proceeding with the assessments based on two planning projects and three construction projects. We need to be sure we have the TIP and funding running parallel with the county's planning for division of the work. The initial work for the planning and location will be by urban system funds. The initial project construction this summer will be with urban system funds; future construction of the last two sections will be by E-4 funds. The project should be approved by the CRAG board on January 27.

21. Salmon River Curves - The neg dec has been completed and notice submitted to that affect. A hearing will be scheduled only upon request. Jon Rose is monitoring this project being handled by the feds.

22. Front Avenue - The reassessment of the project when it was downscoped from four lanes to two, is in Rulien's shop with the recommendation the project proceed with an assessment only. The city is interested in proceeding with this project to construction pending review of the environmental work completed.The project should be scheduled for this summer.

23. 24th Avenue & Barbur Boulevard - A signal; Peterson is working this project preparing an agreement. All parties are in agreement with the project with the exception of The Original Pancake House. Peterson is carrying on negotiations with them. The question is, their access and their parking with the signalization and left turn. The project is funded by the First National Bank.

24. Sherwood Boulevard - Survey authorizations have been approved. Cochell will meet this date with Ewen to outline the development of the project and initiate work.

25. Nyberg Road - Ewen has met with the city and two counties involved. Carl Buttke is doing the work for the city of Tualatin which is holding up final determination to proceed with the project, which involves work on both sides of the freeway, 65th to the hospital, and the 65th Avenue bridge. Ewen is proposing two projects; one east of the freeway, and one west of the freeway. A major realignment is involved in Tualatin, west of the freeway. Pending completion of Carl Buttke's work, a meeting will be rescheduled with the city and counties to initiate this work.

26. S. W. 185th - This project needs a project request and assessment in order to proceed. Washington County seems to be dragging its feet. A meeting is needed with the Washington County personnel to sort out these county projects which seem to be in limbo.

27. Same as No. 26

28. Oswego Creek Bridge - Ewen advised no work has been done on this project during the last month. A project request and assessment is needed to be prepared by February 1, for transmittal to CRAG to initiate this project as an urban system project.

29. St. Helens Truck Route - The city is proceeding with the neg dec and a meeting is needed with the city to coordinate the proper assistance from the state to the city if this project is going to be carried out. The city will need additional assistance if the project is going to be accomplished.

30. Allen Avenue - This project is in limbo due to the disarray of the city which has no mayor, no city administrator, no city manager, no city engineer, and no assistant city engineer. The project will probably be delayed for about six months pending the reorganization of the city of Beaverton.

31. Mary S. Young Park Bikepath - Cameron has advised he will complete this project in about two weeks and transmit it to Terpin.

32. Terwilliger Bikepath - Ewen advised this project should be completed by the construction resident engineer in about two weeks and will be submitted to Terpin.

33. Murray Ramp from the Sunset Highway (Title II signal) - This project is scheduled for construction but no activity is underway. The actual origin of the project is not easily determined, and at this point no work is contemplated pending someone initiating a project.

ebg

cc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
Frank Terpin
G. A. Potter
J. B. Boyd
E. L. Hardt
W. J. Hart

RECEIVED
STATE HWY ENGR
JAN 7'77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

.8489

1/3

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

December 27, 1976

FILE:

NOTED
E. S. HUNTER

FROM: ROBERT N. BOTHMAN Bothman
Ass't. State Highway Engineer

SUBJECT: Barbur Buslanes

TO: MEMO TO THE FILE

The city council approved the agreement to provide for funding for the subject project on December 22. At the same time, they approved the agreement between the city and Tri-Met which obligates Tri-Met to assist the city with their funding. The city agreement with the state does not include the Tri-Met agreement.

The council also amended their resolution of about a year ago, approving the project by including in their approval the stipulation for a sidewalk on Barbur Boulevard between Front Avenue and Sheridan Street.

The council discussed the following points among themselves and with the Homestead Neighborhood Association representatives:

1. Questioned the feasibility of the additional bus lane within the existing curbs of the project (the design).

2. Questioned the lack of a left turn northbound at Hamilton. The alternative is to make three right turns via Corbett to gain access to the "hill". The council agreed to stipulate that they would look at signalization if the demand justified one. The reason for not providing the left turn is the cost of about $80,000 and additional right-of-way in order to provide for the northbound left turn at Hamilton for a minimum movement.

3. On-street parking for the pizza house on Barbur, which will be removed by the project.

4. The 24-hour parking prohibition on Barbur versus the peak-hour parking prohibition. The city is recommending a 24-hour prohibition for safety reasons and lack of required parking on the street.

5. The use of express versus exclusive bus lanes. The funding agreement will be revised to provide for the wording "Exclusive Busway During The Peak Hours". The inference is to assure the reversible bus lane will be open for left-turn movements during the off-peak hours.

6. Transit service to the "hill". A stipulation that Tri-Met address improvement of the bus service to the area in the vicinity of the hospital west of Barbur Boulevard.

The resolutions passed by city council provide the last step for proceeding to contract. The project should be expedited in order to coordinate completion of this bus lane with the completion of the park-and-ride station. The park-and-ride station is scheduled for a completion date of July, 1977. The bus lanes cannot make that schedule, but should be expedited to provide for completion as soon as possible thereafter.

ldo

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
L. W. Rulien
J. H. Versteeg
W. J. Hart

RECEIVED
STATE HWY ENGR
DEC 28 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8489

~~PRC 6-2~~

December 13, 1976

TO Executive Department
Federal Aid Coordination Unit

INAL SIGNED BY
D. E. SWAN

FROM for L. W. Rulien
Program Management Engineer

SUBJECT Federal Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal aid funding of the following Urban System projects.

Item No.	Project No.	Section Name & PNRS No.
71402	TQM-M-9361(1)	SW Front Ave.-SW Slavin Rd. (Portland)
71402	M-9341	SW Sheridan St.-SW Front Ave. (Portland)
		#71.0417

JLG:ljt
Encl.

cc: G. L. Green, FHWA
D. E. Swan

8489

December 13, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Project Data Submission
Item No. 71402
Multnomah County

Attached is data for the following projects:

Project No. TQM-M 9361(1), S.W. Front Ave.-S.W. Slavin Rd. (Portland) Section

Project No. M-9341(1), S.W. Sheridan St.-S.W. Front Ave. (Portland) Section

The work to be done under these projects is to be accomplished under the same contract which will be known as "Sheridan-Slavin (Portland) Section". It is our present intention to receive bids for these projects on January 27, 1977.

A copy of the State Clearinghouse A-95 review letter of approval was previously forwarded.

JLG:dpy

Attachment

cc: Walt Hart (Region 1)
D. E. Swan

O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

12-13-76

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 99W, SW Front to SW Slavin (Portland)	ADT	34,800	54,300	96	10	Oregon	41	124 W36	71402

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
on, Sign, Pvm't Marking								TQM-M-	9361	(1)		

L FUNDS
Transition Quarter & Urban System

COUNTY NAME: Multnomah
CODE: 051

AREA
Portland

ROUTE NO. U

FEDERAL-AID	STATE	U.S.
9361	1W	---

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) Y002 Y008 Y060 Y103		"S.W. Front Ave.-S.W. Slavin Rd. (Portland) Section"	0.00 0.00	TQM 318,200 M 94,550	273,000 81,100	 29,325	 29,325 (City)	ROW-80' min.; Access Control-Partial; Parking Restrictions-Complete. Utility adj. Required.
ARED BY: JLG		PROJECT TOTALS	0.00*	412,750	354,100	29,325	29,325 (City)	

RAM APPROVAL DATES 10/4/76

REMARKS Addition Data: Item No. 193; Project No. U-203(9).

*Length involved is 1.24 mi.
NOTE: (1) Old FAP-9; Project No. 203
(2) Jointly financed utilizing Transition Quarter and Urban System funds of which the Transition Quarter funds are firm.

-OVER-

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 12-13-76

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STAT CODE
2		SR 99W, SW Front to SW Slavin (Portland)		34,800	54,300	96	10	Oregon	41

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER	SEQ. N
3	Channelization, Sign, Pvm't Marking								TQM-M-	9361	(1)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
4	Transition Quarter & Urban System	Multnomah	051

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Portland	U	9361	1W	---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) Y002 Y008 Y060 Y103		"S.W. Front Ave.-S.W. Slavin Rd. (Portland) Section"	0.00 0.00	TQM 318,200 M 94,550	273,000 81,100	 29,325	 29,325 (City)

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	JLG	PROJECT TOTALS	0.00*	412,750	354,100	29,325	29,325 (City)
1	14	PROGRAM APPROVAL DATES 10/4/76						

ROW-
Acce
ial
Par
Com
Util

REMARKS Addition Data: Item No. 193; No. U-203(9).

*Length involved is 1.24 mi.

NOTE: (1) Old FAP-9; Project No. 203
(2) Jointly financed utilizing Transition Quarter and Urban System funds of which the Transition Quarter funds are firm.

S.W. FRONT AVE.-S.W. SLAVIN RD. (PORTLAND) SECTION

PROJECT NO. TQM-M-9361(1)

Project Data: The work consists of the following:

(1) Station 46+35 to Station 61+50 --- Channelization requiring grade, drain, high-type pave a curbed section to provide six 11-foot traffic lanes (3 each direction), one 12-foot exclusive bus lane and one 11-foot left trun lane (south bound). Install traffic control signal at intersection of S.W. Hamilton Street. Install highway lighting.

(2) Pavement marking and signing to provide five 11-foot traffic lanes (2 south bound, except as noted previously under (1), and 3 north bound), one 12-foot exclusive bus lane and incidental work common to this type of project.

FHPM 7-7-5 Requirements:

Location/Design --- Included in FHWA August 26, 1975 approval on Project I-5-6(80)296.

NOTE: (1) The project is in Congressional District No. 3.

(2) The work under this project is to be accomplished in the same contract as Project M-9341(1). The overall contract will be known as "Sheridan-Slavin (Portland) Section".

(3) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on the contract will be determined at PS&E stage and the number stipulated in the PS&E documents.

(4) The project is included in the approved CRAG FY 1976 TIP Annual Element.

Utilities: Adjustment of the following:

(a)	City of Portland Bureau of Lighting---	$5,000
(b)	City of Portland Bureau of Water Works ------------------	$6,000

on no.

. o.

Form PR-1
(Rev. 4-61)

FEDERAL-AID PROGRAM DATA

12-14-76

er	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	City St., SW Sheridan to SW Front (Portland)	**ADT**	15,400	24,000	96	10	Oregon	41	W36	714C2

f PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ym't Markings								M-	9341	(1)		

eral funds: Urban System

n area: Portland

County name: Multnomah

Code: 051

Route No.: Federal-Aid 9341 | State City St. | U.S. ---

Program stage: ☐ 1 or ☐ 2

Code	Class	Work Type	Step	Termini (Full description)	Miles	Total Estimated Cost	Federal Funds	State Funds	Other Funds	Character of Proposed Work (Full description)
		PE								
		ROW								
		CONST (Code) Y002 Y103		"SW Sheridan St.-SW Front Ave. (Portland) Section"	0.00	55,650	47,700	3,975	3,975 (City)	ROW-80' normal; Access Control-None; Parking restrictions Complete.
				Project Totals	0.00*	55,650	47,700	3,975	3,975 (City)	

epared by: JG

ogram approval dates: 10/4/76

Remarks

*Length involved is 0.68

-OVER-

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. 12-14-76

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St., SW Sheridan to SW Front (Portland) 65	ADT	PRESENT 15,400	FUTURE 24,000 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Sign, Pvm't Markings 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 M- 22	NUMBER 7 9341

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Multnomah			CODE 051
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO.	FEDERAL-AID 9341 (32)	STATE City St. (36) (37)	U.S. --- (41)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) Y002 Y103		"SW Sheridan St.-SW Front Ave. (Portland) Section"	0.00	55,650	47,700	3,975	3,975 (City)

CARD 1	CODE 1	PREPARED BY JG	PROJECT TOTALS	0.00*	55,650	47,700	3,975	3,975 (City)
1	14	PROGRAM APPROVAL DATES 10/4/76			(16) (23)	(24) (33)	REMARKS	

*Length involved is 0.68

RO
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Pa
Co

SW SHERIDAN ST-SW FRONT AVE (PORTLAND) SECTION

PROJECT NO. M-9341(1)

Existing Facility: 58-foot curbed street.

Adjacent Sections:

N End --- SW 4th-5th Street couplet.

S End --- Connects to Project U-203(11).

Project Data: The work consists of pavement marking and signing to provide four 11-foot traffic lanes, one 12-foot exclusive bus lane and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements

1) State Clearinghouse---Letter of approval dated September 16, 1971, submitted previously under Project No. I-5-6(80)296.

2) District 2 Clearinghouse---"Notice of Intent" was sent to the Clearinghouse on August 30, 1971, and has lain before the Clearinghouse for more then 30 days without action; it is therefore assumed that no adverse review or comments will be received.

FHPM 7-7-2 Requirements: "Final Environmental Impact Statement" was adopted by the Regional Administrator and forwarded to CEQ on July 14, 1975 under Project No. I-5-6(80)296, West Portland Park and Ride.

FHPM 7-7-5 Requirements:

a) Public Hearings---Included in Location/Design public hearing for Project I-5-6(80)296, held on August 20, 1974.

b) Location/Design---Included in FHWA August 26, 1975 approval on Project I-5-6(80)296.

NOTE: (1) This project is in Congressional District No. 1.

(2) The work under this project is to be accomplished in the same contract as Project TQM-M-9361(1). The overall contract will be known as "Sheridan-Slavin (Portland) Section".

(3) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on the contract will be determined at PS&E stage and the number stipulated in the PS&E documents.

(4) The project is included in the approved CRAG FY 1976 TIP Annual Element.

8489

1W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
December 9, 1976

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: Estimated Cost Increase
SW Sheridan Street-SW Slavin
Road (Portland)
Barbur Boulevard Transit Lanes

TO: MEMO TO THE FILE

On December 7 I handed John Lang, Chief, Bureau of Streets and Structural Engineering for the City of Portland, a copy of our attached current cost estimate for the project which has increased about $90,000 from our May estimate.

He could see no problem from the City's standpoint since they are obligated only to a fixed dollar amount and Tri-Met is to pick up the difference for the local match. He plans to proceed with city council approval on December 22 to meet the January letting date.

ldo

Attachment

cc: Walt Hart
J. H. Versteeg
Lyle Watson
Dave Willhite w/attachment

/ Versteeg ✓
Olson
copy
Swenson

RECEIVED
DEC 1 1976

Requires Reply ☐
Approval ☐
Keep ☐
Do not File ☐
Return To
Bring up. ✓
Other

FORM 81-734-3030

9361

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213
December 2, 1976

FILE: INT 5

FROM: ROBERT N. BOTHMAN ebg
Ass't. State Highway Engineer

TO: L. W. RULIEN
Project Management Engineer

SUBJECT: City of Portland request for 86-14 per cent federal aid match on FAUS projects

Attached is a request from the city of Portland for the new federal aid match ratio of 86-14 percent on all ongoing FAUS projects in the city.

This includes all projects underway or for which final estimates have not been concluded. I draw your attention to the Foster/Woodstock couplet as one in that category where the project has not been finalized.

The CRAG Transportation Improvement Program Subcommittee is addressing the issue of all local jurisdictions maximizing the federal aid monies and minimizing the local match by using the 86-14 per cent match.

In the case of the city, they have indicated they wish to proceed on the basis of the 86-14 per cent and will adjust their portion of the TIP accordingly.

It will be necessary, as the other jurisdictions also take this option, that adjustments be made in the TIP to accommodate the larger federal aid portion for projects on the urban system.

Please take the necessary steps to comply with the city's request.

ebg

attachment

Cy: Laux
Hacek

PROJECT MANAGEMENT

DEC - 3 '76

REFER TO Prange

FOR

Info	Investigate	R/D	Action	File	Letter
			✓		

Hopkins
Herwell
Holmes ✓
Prange R
Unrein A

RECEIVED

DEC 6 - 1976

COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8289

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
July 6, 1976

FILE:

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: SW Sheridan Street-SW Slavin Rd. Sec.
Barbur Boulevard (Portland)

TO: MEMO TO THE FILES

Tracer file 8

NOTED
E. S. HUNTER

The City of Portland and Tri-Met have decided to explore possible UMTA funding for the project. They feel that there is a good chance to obtain a greater percentage of federal funds than available through F.A.U.S.

This project should be pulled from the August letting schedule and held in abeyance until some decision is reached.

The construction agreement has been transmitted to the city for signing and will be held there pending the outcome on the financing.

ldo

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. L. Schroeder
R. N. Bothman
L. W. Rulien
J. H. Versteeg
L. E. George
W. J. Hart
J. B. Boyd
C. T. Keasey
Ed Hardt

RECEIVED
STATE HWY ENGR
JUL 7 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8487

7

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 7, 1976

FILE:

Duane O. Christensen (az)

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILES

SUBJECT: S.W. Sheridan St.-S. W. Slavin Rd.
(Portland) Section
Pacific Highway West (Barbur Blvd.)
Multnomah County

NOTED
E. S. HUNTE

We have made all of the latest revisions to the plans as requested and Specifications is presently working on the specs. to meet an August 26 letting date.

Any changes beyond this point could compromise the job for an August letting.

DOC:az
cc: E. S. Hunter ✓
R. N. Bothman
L. W. Rulien
Ed Hardt
L. E. George
W. J. Hart
C. G. Swenson
L. K. Watson

RECEIVED
STATE HWY ENGR
JUN 7 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

2489 1W

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
May 28, 1976

D. O. Christensen
Final Design Engineer

Warren E. Mueller
Resident Engineer

Shop Drawings, Reinforcement
for Inlets and Manholes
Chehalem Creek (Newberg) Section

We are returning the shop drawings for the reinforcing steel for the inlets and manholes on the subject project. In the absence of any field information on the types of manholes that were actually staked, the steel has been computed on the basis of the information contained intthe original plans. Upon comparing our results with the supplier's, we are concerned that the two are not based on the same data or assumptions.

It therefore is our recommendation that your office review these differences with the contractor and see if they can't be resolved. Also, it is requested that a listing of the specific structures for which the reinforcement is intended be furnished with the shop drawings in the future. Field information contained on the listing should include: 1) the kind and number of manholes; 2) the pipe diameter(s) for each; 3) the section to be used; 4) the final constructed depth, top of cover to flowline; and, 5) if there is variation from the standard design; for example, Type B-P, 6'-3" depth, Section D-D with 1-8 inch and 2-18 inch pipes.

WWRWaz

✓ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAY 28 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

8481

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

May 17, 1976

NOTED
F. B. KLABOE

TOM KING, General Manager
Tri-Met
520 Southwest Yamhill
Portland, OR 97204

The Oregon State Highway Division acknowledges the carryover of the Barbur Boulevard bus lane project from Fiscal 1976, to fiscal 1977.

The environmental impact statement, which provides for construction of the park-and-ride station, contains an exclusive busway to the central business district. I believe it necessary the Barbur project be included as part of the park-and-ride program for West Portland.

To schedule the project to provide completion of the bus lane, concurrently with completion of the West Portland park-and-ride station, it is necessary to contract the Barbur project early in September, 1976. This is based upon 400 calendar work days for the Barbur project. In order to get the footings for the walls in place prior to the winter season, it is necessary that the contractor be provided the months of September and October. Also, the signal equipment requires a 200-day lead time for purchasing.

The current estimate for the project is $567,000, which will require a state match of $62,370, and a local match of $62,370. The city will budget $38,500 as their portion of the local match, which will require Tri-Met to provide $23,870.

I propose the following schedule and request your concurrence:
1. award the contract September, 1976;
2. call for bids on August 26 (OSHD construction letting);
3. advertise for bids August 5;
4. initiate PS&E approval July 23;
5. approval agreement by the Transportation Commission, July 16, 1976;
6. and approval agreement by the city and Tri-Met, July 9, 1976.

In order to properly schedule our activities, I request your recommendations for scheduling these activities to commit the necessary resources.

STATE HWY ENG

MAY 19 '76

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: Mayor Neil Goldschmidt
Doug Wright

bcc: F. B. Klaboe
L. W. Rulien
E. L. Hardt

8483

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
March 23, 1976

FILE: 626-1901-130

FROM: VERN BUTZER Vern Butzer
Project Information Officer

SUBJECT: SW Sheridan St. - Slavin Rd. Sec.
Pacific Hwy. W. (Barbur Blvd.)

TO: MEMO TO THE FILE

ME PE PR1 PR2 DE
O.S.H.D. - METRO
MAR 24 1976
OE FILE T/A

NOTED
E. S. HUNTE

A meeting was held at the City Engineer's Office March 22 to review the project cost estimate and to determine if the project match funding in excess of the amount budgeted by the city would be funded by Tri-Met.

RECEIVED
STATE HWY ENGR
MAR 31 '76
REFER TO 9SH
FOR
Info Inves R/D D/R Sign Act File

Present at the meeting were:

Mike Bower	City, Traffic Engineering
Glen Pierce	City, Associate Engineer
John Lang	Bureau Chief, Streets and Structures
Bill Dirker	Transportation Coordinator
Steve Dotterer	Bureau of Planning, City
Mike Lyons	Neighborhood Coordinator, City
Ron Higby	Tri-Met Planner
Vern Butzer	OSHD

NOTED
F. B. KLABOE

John Lang advised that the city would not increase the $38,500 budgeted for the project.

Ron Higby doubted that the Tri-Met Board of Directors would authorize additional supplementary funds to cover the city's portion in excess of the city's $38,500. Under the present estimate of $570,338, this would amount to $20,000.

Bill Dirker suggested that FY 1977 funds be set up and the project be delayed for a year since the station would not be operational before 1977.

There is still the problem of this being an election year and the unsatisfied request of the Homestead Neighborhood Association for a northbound left turn to Hamilton Street. The V.A. Hospital expansion also enters into the picture for the left turn.

There was considerable other discussion of possible city fund switching to cover the construction. It was finally decided that Tri-Met should make an effort to more strongly justify the exclusive lane for immediate use. If this can be done, the Tri-Met Board may be persuaded to fund the additional amount.

The question of possible FHWA withdrawal of funding for the station if the bus lanes are not constructed was asked. This was to be checked out by OSHD.

cc KLABOE

John Lang also asked if the state would have to stand all preliminary engineering costs if the project were withdrawn. OSHD is to check this also. Lang indicated the city would be agreeable to paying an 11 per cent share of such costs if an agreement was made.

There is to be another meeting, probably next week, to try to tie up these loose ends after Tri-Met has made their time saving study.

mb

8479

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 17, 1976

Portland, OR 97213

FILE: 626-1901
(120)

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Barbur Boulevard bus lanes

TO: MAX J. KLOTZ
Metro Planning Engineer

NOTED
E. S. HUNTER

Please attempt to expedite a final estimate for the subject project, including the wall and sidewalk recently added by the neighborhood's demand to the city.

With that estimate, please schedule a session with Bill Hall, Doug Wright, etc., to review the status of the project.

I do not want the project to fade away, but to force some type of decision from the city to either proceed or drop the project. I think this decision should come from the city council.

ebg

NOTED
F. B. KLABOE

cc Klaboe

RECEIVED
STATE HWY ENGR
MAR 18 '76
REFER TO
ESH
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						✓

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OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
March 17, 1976
Portland, OR 97213

FILE: 626-1091
(310)

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Barbur Boulevard bus lanes

TO: MAX J. KLOTZ
Metro Planning Engineer

NOTED
E. S. HUNTER

Reviewing comments from Dennis Peterson on traffic operations for the subject project, I think you should follow closely the signing as outlined in the Seventh Avenue Project in Miami. Use the information we have, or if necessary, obtain additional information by telephoning the contact person I have there.

The signing and striping should consider, if not include, the following:

1. "Buses Only" illuminated sign over the bus lane, set on a time clock to indicate the message inbound or outbound during the appropriate peak hours.

2. Signing over the bus lane indicating the hours of operation. This would then include two signs on each span wire, one in each direction, to indicate the p.m. hours of operation in one direction, and the a.m. hours of operation in the opposite direction.

3. I do not believe the red and green indications used in Miami are necessary.

4. The left-turn prohibition signing in Miami has been successful. This has the symbol, the words "No Left Turn", and numerical hours of prohibition.

The striping in Miami consists of a skipline on the interior of the bus lane, with a solid line on the exterior of the bus lane, in each direction. I favor either a solid line or two solid lines on either side of the bus lanes, between bus and auto.

5. Regarding the left-turn markings for the off-peak directions, check with Marc Lopatin in Miami to see how they accomplished that designation. I do not believe they had any indications on the pavement or on the signing for the left turns in the off-peak hours.

6. You should immediately establish speed checks and traffic count checks to determine the hours of operation from that method as opposed to the "elbow" method. I concur with Dennis that area wide uniformity is an issue, although no other area of which I am aware has stuck to uniformity. A principal case is Miami, as well as Washington, D.C. and Los Angeles where all different hours are in operation on various preferential treatments, depending upon the situation of traffic. I believe the congested peak-hour period be bracketed by at least one hour in order to place the lane into operation. In Miami it is a two-hour operation of the bus system, but allowed an hour on each end on the signing in order to prepare for that operation. This would then most likely, assuming Dennis' peak hours are correct, lead to a four-hour operation; such as 6 to 10 a.m., and 3 to 7 p.m., coinciding with our Banfield indications.

K B KLABOE
cc LE GEORGE
DE BERGSTROM

I believe signing should be developed immediately for the project, and a review of the initial outline by the city traffic bureau, Salem traffic section, and our project crew.

ebg

8489 1W

3-16-76

S.W. Sheridan - SW Slavin Road

Grading, Surfacing & walls	$ 290,800
Signing	$ 109,900
Signal & Attenuator	$ 60,500
Illumination	$ 26,200
Misc. Anticipated Items	$ 15,100
Engr & contingencies 13½ %	$ 67,838
	$ 570,338

308,221

308,221

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 4 Sheets

Section S. W. Sheridan St. - S.W. Slavin Rd (Portland)
Highway
County Multnomah
Prefix
Length Miles Designer
Date
Signed
Title

			FA PROJECT M-0965 (1)	FA PROJECT U-205(11)
Grading & Drainage				
Surfacing		$ 374,863	92,479	282,384
Extra Work		$ 25,837		25,837
	Signals & Attenuator	$ 60,500		60,500
	Illumination	$ 26,200		26,200
	Landscaping	$ 1500		1500
	Striping	$ 1600	400	1200
	Grinding	$ 10,000		10,000
	Pavement markers	$ 2,000		2,000
		$		
		$		
		$		
		$		
TOTAL EXTRA WORK		$ 101,800	400	101,400
TOTAL		$ 502500	92,879	409,621
+13½% Engineering and Contingencies		$ 67838	12,539	55,299
Structures				
		$		
		$		
		$		
		$		
TOTAL STRUCTURES				
Right of Way				
TOTAL ESTIMATED COST			105,417	464,920

Total $ 570,338

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY COST ESTIMATE

Sheet 2 of 4 Sheets

Section S. W. Sheridan St. - S. W. Slavin Rd (Portland)
Highway
Length Miles Designer
County Multnomah
Prefix
Date

GRADING AND SURFACING ITEMS

ITEM	UNIT	NET	FA-PROJECT M-0965(1)	FA-PROJECT U-203(11)	PRICE	FA-PROJECT M-0965(1)	FA-PROJECT U-203(11)
Mobilization	All					6850	22,831
Temp. protec. & Direction of Traffic	All					700	4000
Temp. signs	Sq ft	480	80	400	6^{00}	480	2400
Temp. Barricades	Each	2	2		125^{00}	250	
Flagmen	Hr.	320	40	280	15^{00}	600	4200
Sequential Arrow sign	Each	1		1	[illegible]		[illegible]
Bi-Directional yellow Markers	Each	980	347	633	2^{25}	[illegible]	[illegible]
Mono Directional crystal Markers	Each	865	307	558	2^{25}	691	[illegible]
Clearing & Grubbing	All	All			Lump Sum	665	[illegible]
Removal of Struc. & obstructions	All	All			Lump Sum	170	7,700
Gen Exc.	Cu. Yd	1590	110	1590	5^{00}	550	7950
Struc. Exc.	Cu. Yd	1390	256	1390	10^{00}	2560	13,900
Special Backfill	Cu. Yd.	50	78	50	12^{00}	936	600
Aggregate Base	Ton	442		442	6^{00}	[illegible]	2652
Asphalt Conc. Class "C" Mix	Ton	1561		1561	10^{00}	-	15,610
Asphalt in Mix	Ton	101		101	75^{00}	-	7575
Concrete in Walls	Cu. yd.	684	142	684	150^{00}	21,300	102,600
Reinforcement in Walls	Lbs	43,050	9830	43,050	0^{45}	4424	19,373
8" Sewer pipe	Lin ft	40		40	12^{50}		500
Concrete Inlet, Type P	Each	4		4	400^{00}		1600
Cop. Inlets	Each	4		4	100^{00}		400
					Sub TOTAL	34,1[illegible] 40,957	198,14[illegible] 220,971

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY - COST ESTIMATE

Sheet 3 of 4 Sheets

Section ____
Highway ____ County ____ Prefix ____
Length ____ Miles ____ Designer ____ Date ____

GRADING AND SURFACING ITEMS

ITEM	UNIT	NET	FA-PROJECT M-0965(1)	FA-PROJECT U-203(11)	PRICE	FA-PROJECT M-0965(1)	FA-PROJECT U-203(11)
CL-5R Chain Link Fence	Lin ft.	410		410	8.00		3280
Concrete Walks	Sq. Yd.	450	1186	450	9.00	10,674	4050
Concrete Curbs	Cu. Yd.	75		75	95.00		7125
Concrete Islands	Cu. Yd.	26		26	100.00		2600
Adj Manhole	Each	3		3	175.00		525
Type "A" Driveway	S. Yd.	61	61		12.00	732	
					Sub TOTAL	11,406	17,480

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 4 of 4 Sheets

Section S.W. Sheridon St. - S.W. Slavin Rd. (portland)
Highway ______ County Multnomah Prefix ______
Length ______ Miles ______ Designer ______ Date ______

SIGNING

GRADING AND SURFACING ITEMS

ITEM	UNIT	NET	FA-PROJECT M-0965(1)	FA-PROJECT U-203(11)	PRICE	FA-PROJECT M-0965(1)	FA-PROJECT U-203(11)
Removal of Extg. Sign Inst.	All				Lump Sum	100	300
wood sign Post	All				Lump Sum	1170	990
Sign Support Footings	All				Lump Sum	10,000	14,000
Span Wire Support Struc. @ 2+00	All				Lump Sum	12,100	
Span Wire Support Struc. @ 23+00	All				Lump Sum	10,906	
Span wire Support Struc @ 50+10	All				Lump Sum		11,172
Span wire support Struc @ 7+00	All				Lump Sum		13,923
Span wire support struc. @ 9+00	All				Lump Sum		15,530
Structure Mount	All				Lump Sum		1800
Type "C" & "D" Signs in place	Sq. ft.	810	335	475	8.00	2680	3800
Type "EE" Signs in place	Sq ft.	15		15	10.00		150
Type "H" Signs in place	Sq ft.	110	50 35%	60 65%	10.00	500	600
Sign Illumination Equip.	All				Lump Sum	2660	5000
Flashing Beacon Inst Comp	All				Lump Sum		2500

Sub TOTAL ______ $ 40,116 $ 69,770

8489

Form FHWA 121 (Rev. 5-73)

/5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 15, 1976

In reply refer to: 1041EC.3

SUBJECT: Oregon Project U-203(-)
SW Front Street-SW Slavin Road
Oregon Project M-0965(-)
SW Sheridan-SW Front Street
SW Sharidan-SW Slavin Section

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

I approve the use of five ballast cabinets as requested in Mr. Ellison's letter of March 8 as being in the public interest under the provisons of FHPM 6-4-1.6 paragraph 15.

for G. L. Green

cc:
OSHD (Hunter)
OSHD (Klotz)
OSHD (Skoog)
OSHD (Rulien
OSHD (Nelson

RECEIVED
STATE HWY ENGR
MAR 16 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9479 File BR 16282 1

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 8, 1976

RECEIVED
STATE HWY ENGR
MAR 9'76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

Dear Mr. Green:

Ballast Cabinets
S. W. Sheridan St-SW Slavin Rd. Sec.
Pacific Highway West (Barbur Blvd.)
Multnomah County

The design of the five suspended sign supports across Barbur Blvd. requires the use of remote sign luminaire ballasts to reduce the loads on the sign supports. A ballast cabinet will be used to enclose the ballasts and control equipment at each sign support. We would like to use some uninstalled cabinets from a previous illumination project to reduce the cost of this project. The five cabinets were originally purchased for $6,170 under the following project:

S. E. Causey Ave.-Gladstone Intchge. Sec.
East Portland Freeway
Clackamas County

We would like your approval to use these cabinets for this project.

Very truly yours,

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

R. W. Ellison
Bridge Administration Engineer

RAE/ag
cc E. S. Hunter
Max Klotz
V. E. Skoog
L. W. Rulien
A. Nelson

8489 1W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 4, 1976

FILE:

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILES

SUBJECT: S.W. Sheridan St.--
S.W. Slavin Rd. (Portland) Section
Pacific Highway West (Barbur Blvd.)
Multnomah County

As requested by Mr. Bothman we have reviewed the estimate for the subject project and the work involved to see if any items could be eliminated.

Attached is a summary of the major items involved which total up to $615,230 with 13 1/2% included for engineering and contingencies.

It should be noted that this estimate includes $65,000 for the recent sidewalk and wall addition by the city. The $65,000 figure was a preliminary estimate by Mr. Billings. Depending on the retaining wall and other work required this could be on the low side.

The following items could be eliminated and would reduce the project cost by $96,230 including engineering and contingencies. This would reduce the total project cost to approximately $519,000.

Attenuator	$11,495
Spanwire Structure @ Station 2+00	19,735
Sidewalk & Wall (City addition)	65,000
Total (includes 13 1/2% E & C)	$96,230

DOC
cc: R. N. Bothman
J. H. Versteeg
L. K. Watson

1 Versteeg ✓
2 Olson
Christensen
Scott
3 Swenson
Anderson
Trout

RECEIVED
MAR 5 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

Preliminary Estimate
S.W. Sheridan - S.W. SlavingRoad
March 4, 1976

Grading, Surfacing & Walls	$273,100
Signing	110,000
Signal and Attenuator	60,500
Illumination	26,200
Sidewalk & Wall (City Addition)	65,000
Misc. anticipated itmes	15,100
Engineering & Contingencies 13 1/2%	65,330
	$615,230

8489

1

FORM E-90

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE March 4, 1976

TO R. N. Bothman
Assistant Highway Engineer

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT File 48548 - McClincy
S.W. Hamilton Street - S.W. Slavin Rd. Section
(Barbur Blvd. Bus Lane)
Pacific Highway West
Multnomah County

It will be necessary to place this file under condemnation before we can certify the right-of-way clear for the project.

We have been holding the file waiting for a decision from the city, based upon their March 3 hearing as we understand that some of the property owners were going to protest the project from a report in the local edition of the Oregonian.

Please let us know whether the status of the project is such that we can file condemnation and certify to the necessity of the property.

JRO:ha
cc R. L. Schroeder ✓
L. C. Grothaus
Armand Riveness

NOTED
R. L. SCHROEDER

RECEIVED
MAR 4 1976
Office of
Assistant State Highway Engineer

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET

PACIFIC BUILDING
520 S.W. YAMHILL STREET
PORTLAND, OREGON 97204
(503) 233-8373

Barbur Blvd
Bus Lanes
FAUS

ME PE PRI P.. DE
O.S.H.D. - METRO
FEB 17 1976
FILE J/A

PROJ. NO. 626-1901
FILE 120

February 11, 1976

Robert Bothman, Assistant
State Highway Engineer
Oregon State Highway Division
Metro Section/5821 N.E. Glisan
Portland, Oregon 97213

Mike
Set up Agreement – City - Tri-Met
Bothman letter form

Dear Mr. Bothman:

The Tri-Met Board of Directors, in its February 2 regular monthly meeting, took under consideration participation in the provision of the local share of the proposed Barbur Boulevard preferential bus lanes. The Board authorized and directed the General Manager to commit $12,500 for provision of the local share, the amount of local share required in addition to the $38,500 previously committed by the city of Portland based on the current project cost estimates. It is our understanding the above local share requirements are based on an estimated project cost of $466,000, $50,000 of which is for provision of sidewalk facilities along Barbur Boulevard.

If you have further questions concerning the Board's action, please contact me.

Yours truly,

Stephen R. McCarthy

Stephen R. McCarthy
Assistant General Manager

cc Kleboe
Rulien

SM/dh

PROJECT MANAGEMENT
FEB 18 '76
REFER TO
~~Geo R~~
FOR

Info	Investigate	R/D	Action	File	Letter	See me
✓						X

RECEIVED
COUNTY & CITY SECTION
FEB 19 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ OPE ☑ CE ☐ RE ☐ DPE ☐

Sch. March 25

AGREE. 11/10/75 Revised Agree. to Metro.

[City advance = 11%]

Not back.

R/W = $10,000 - Program Approved 9/2/75

416,000 Est.
50,000 Side walks
466,000 TOTAL

11% Match = $51,260
38,500 City
$12,760 Tri-Met

($350,000)

Pan. Reclam. Mtg.
10:30 am Fri LWK office
[illegible] Tampa
Potter

8489 1W

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

February 10, 1976

Portland, OR 97213

FROM: MAX J. KLOTZ
Metro Planning Engineer

TO: ADRIAN OLSON
Preliminary Design Engineer

SUBJECT: S.W. Sheridan St.-S.W. Slavin Rd.
Pacific Hwy. West (Barbur Blvd.)
Striping Plan

Returned herewith is one set of striping plans for the subject project together with a copy of the City Traffic Engineer's letter of comments and a copy of Metro Traffic Engineer, D.L. Peterson's comments.

WB:jlg

attachment

Revised as per letter except:*
*Discussed Petersons point ② with Max. Agreed to not leave gap in striping. DWS.

✓ Versteeg
I Olson ao
Terpin
Scott
Swenson
Anderson
Trout

RECEIVED
FEB 11 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

1-29

Max

STRIPING
BARBUR BUS LANE

① Should delete lane line north of O.K. Sheridan. This is off the project & we should maintain the existing striping unless the City has reason to change it.

OK

② Northbound (inbound) there should be an opening in the Bus Lane striping to allow buses to access the lane.

NO

③ Southbound (outbound) the channel line at Slavin Road should be retained even though the gore area is very restricted in width.

OK

OK ④ Should close left turn refuge striping at Hamilton & cross hatch island.

⑤ Stop bars at peculiar angles. These will have to be located by eye in the field.

OK

DLP

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

626-1901
330

February 3, 1976

ME FE PR1 PR2 DE
O.S.H.D. - METRO
FEB 5 1976
FILE T/A

Mr. Max J. Klotz
Metro Planning Engineer
Oregon State Highway Division
5821 N. E. Glisan
Portland, Oregon 97213

Subject: West Portland Park & Ride Station

We have reviewed the plans for the West Portland Park & Ride Station, not including the traffic signal plans.

The plans in general have our approval. A correction should be made on Sheet 2F which shows a sign ⑨ located at the easterly bus exit. This should be sign ⑦ .

We will withhold final approval until we have had a chance to review the traffic signal plans. We have not received them as of this date.

Sincerely,

R. C. Speer

R. C. Speer
Asst. City Traffic Engineer

RCS:jjp

cc: Glen Pierce
City Engineer Office

Jans

8489

OREGON STATE HIGHWAY DIVISION
Location Section

Section: S.W. Sheridan-S.W. Slavin

Highway: Pacific West (FAU 9361)

County: Multnomah

Prefix:

Res. Engr:

Date February 10, 1976

Ten Year Traffic Coefficient 8.4

18 kip s.a. per day 148.5

R value 12

Frost Penetration - - - -

CBE Total Requirement 26.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. (Final Application)	4.0
1.5"	A.C.W.S.	3.0
8.0"	A.C.B.	16.0
4.0"	A.B.	4.0
15.5"		27.0"

1.0" Asphaltic Concrete Wearing Surface & Base =2.0" Aggregate Base
1.0" Cement Treated Base =1.8" Aggregate Base
1.0" Plant Mix Bituminous Base =1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base =1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) =1.5" Aggregate Base
1.0" Oil Mat =1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade =1.0" Aggregate Base
1.0" Aggregate Subbase =0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
~~State Highway Engineer~~
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
County-City

RECEIVED
COUNTY & CITY SECTION
NOV 19 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ DE
☑ UPE ☒ CE ☒ RE ☒ RPE ☐

8489

Portland
Hwy 1W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 626-1901

February 3, 1976
Portland, OR 97213

FROM: MAX KLOTZ

SUBJECT: Southwest Sheridan St.-
Hwy. 1-W (Barbur Blvd.)

TO: MEMO TO THE FILE

Because of pressure from the Homestead Neighborhood Association the city has asked the state to include a sidewalk along the westside of Barbur Boulevard between Southwest Sheridan Street and Southwest Lane Street. The sidewalk was to be 8 feet wide and conform to city standards. The city had estimated the cost of the walk at $15,000. I told the city that there was a steep slope that goes up from the existing curb through much of that area and that there already were signs of minor slippage. I estimated the cost of the walk to be in the $50,000 to $100,000 range, (Limbocker has since worked up a preliminary estimate of $89,000.)

Glen Pierce of the city has now requested that we go to a 5 foot walk, including curb, between Southwest Hooker and Southwest Lane streets. Our preliminary estimate for this is $43,000.

The city said that they had budgeted the 11% match for this project at the original estimate of $350,000 and could not afford the match for the last estimate of $416,000 plus the sidewalk. The city has now asked Tri-Met to supply the match money for the amount of the construction contract over and above $350,000.

I told Bob Post of Tri-Met to use $50,000 for the sidewalk estimate and that we had no better estimate for the rest of the work than the $416,000 figure to which people keep referring, (but where it originated I don't know.)

The Tri-Met board will be acting on the request to furnish 11% of $116,000, ($466,000-$350,000), which is $18,260 on February 2, 1976. I reminded Post that the match would have to be paid on the actual cost which may be more or less than this preliminary estimate.

$12,760

PROJECT MANAGEMENT
FEB -6 '76
REFER TO
Geo R
FOR
Info | Investigate | R/D | Action | File | Letter | See me

jlg

cc: F.B. Klaboe
E.S. Hunter
L.W. Rulien

RECEIVED
COUNTY & CITY SECTION
FEB 11 - 1976
☐ ENGR. ☐ COOR. ☑ LE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

Maimar

All Clear 8489 1-16-76

1W

ENVIRONMENTAL REVIEW

Section SW Sheridan St - SW Slavin Rd
Highway Pacific Highway West
County Multnomah
Type of Work GP Bus Lanes
Date

ENVIRONMENTAL IMPACT STATEMENT: Yes - two concerns, #1, no grading or clearing during winter, spring contract will take care of this, work will be completed during the summer — #2 We have to request

~~NEGATIVE DECLARATION:~~ an exception to noise standards from FHWA, this can & is to be done with the request for PS&E approval.

FISH COMMISSION: N/A

WILDLIFE COMMISSION: N/A

DIVISION OF STATE LANDS: N/A

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: N/A

OTHER:

STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

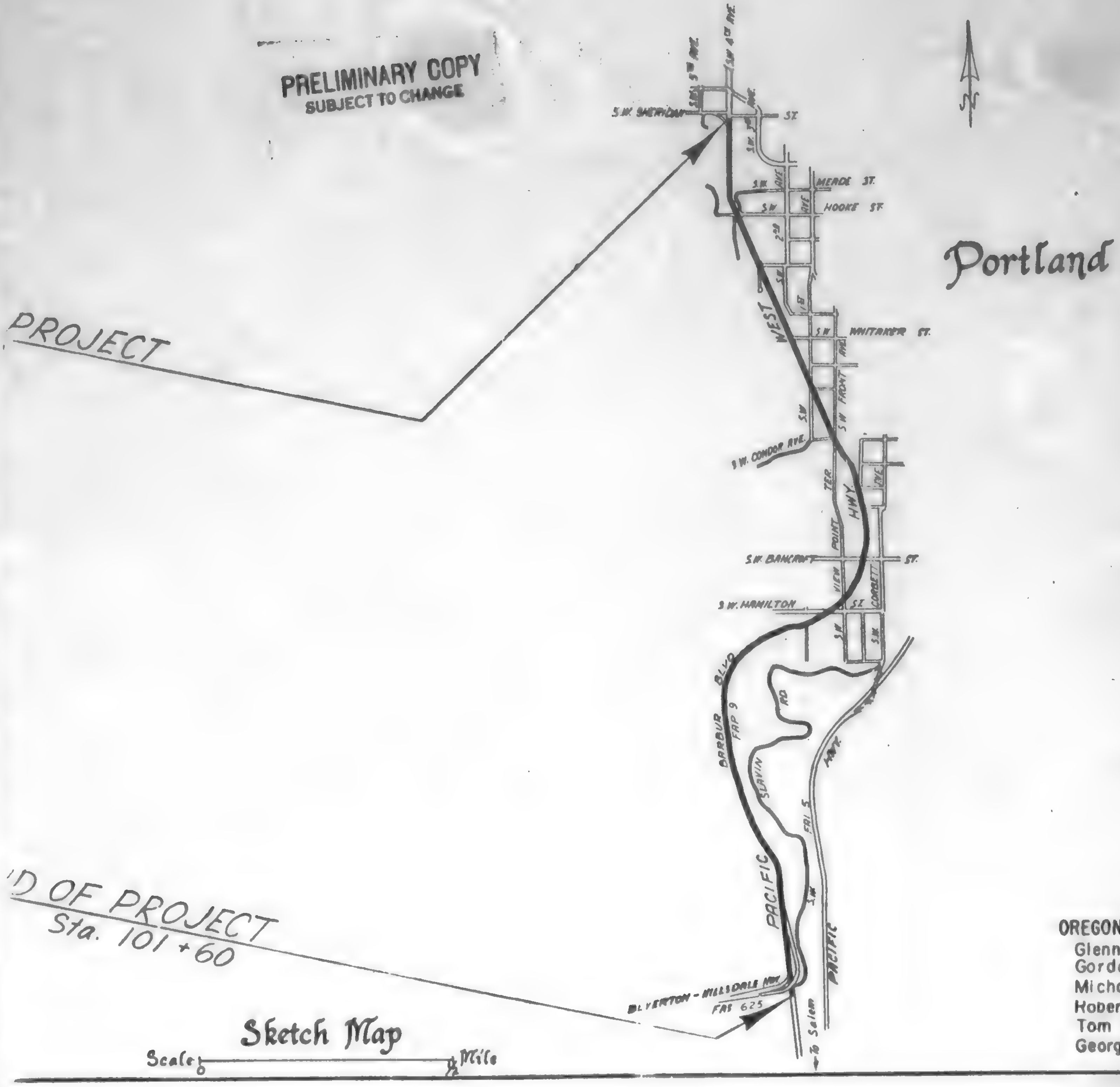
PRELIMINARY C
DEC 17 19
SUBJECT TO CH
FINAL DESIGN

SHERIDAN ST.~S.W. SLAVIN RD.(PORTLAND)S

PACIFIC HIGHWAY WEST (BARBUR BLVD)

MULTNOMAH COUNTY

PRELIMINARY COPY
SUBJECT TO CHANGE



Sketch Map

OREGON TRANSPORTATION C

Glenn L. Jackson	CHA
Gordon Coleman	COM
Michael P. Hollern	COM
Robert L. Mitchell	COM
Tom Walsh	COM
George M. Baldwin	DIR

8289

1

OREGON STATE
HIGHWAY DIVISION

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

BOB STRAUB
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

November 12, 1975

BILL HALL
Tri-Met
520 Southwest Yamhill
Portland, OR 97204

NOTED
E. S. HUNTER

Subject: Completion Dates - Banfield HOV Lanes - 8259
West Portland Park & Ride Station - 8353
Barbur Boulevard Bus Lane

Mike Kyte and Ed Wagner asked for an estimate of the completion dates of the above projects.

This is the best information we have at this time:

Banfield HOV Lanes - Weather and other problems have caused the contractor to experience some unforeseen delays. We are still shooting for a December 1 date for opening the lanes during peak traffic hours. It is possible, however, that poor weather or something else may arise that could cause the opening date to be revised.

West Portland Park & Ride Station - The presently proposed letting date for the contract to construct the station and lot is March 1976. The design has not yet been stabilized to the point where an allowable number of workdays can be set. Whether or not the construction can be completed by the fall of 1976 is unknown but doubtful.

Barbur Boulevard Bus Lane - Like the previous project, this one is still being designed and the number of workdays has not yet been set. The contract letting date has been moved to February 1976. The way it stands now, I don't see any reason why this job can't be completed sometime during the next summer.

MAX J. KLOTZ
Metro Planning Engineer

mb

cc: G. M. Baldwin
F. B. Klaboe
E. S. Hunter
G. L. Sund

RECEIVE
STATE HWY
NOV 14 '75
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FOR
Info Inve. R.D U.R. Sign Act File

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NOV 17 1975
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

8489

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 10, 1975

In reply refer to: 1041AD/120.1
XRef: 710.13

SUBJECT: Transfer of Federal-aid Funds
(Ltrs, 9-26-75, (2), Governor Straub to
Sec of Transportation)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

copy in 4-5 [illegible]

RECEIVED
STATE HWY ENGR
NOV 12 '75
REFER TO Rubin
FOR
c Skoog.

Your requests for transfer of fiscal years 1974, 1975, and 1976 Urban System funds for use on Urban Extension projects were approved on October 30, 1975 by the Federal Highway Administrator in accordance with the provisions of 23 U.S.C., 104(d).

This action involves a total transfer of $882,800 of urban system apportionments attributable to the Portland urbanized area to urban extension apportionments as follows:

Fiscal Year	Fund	Original Apportionment	Approved Transfer Amount	Approved Transfer Percent
1974	Urban Extension	$2,522,279	+$589,911	23.39
1974	Urban System	6,536,083	- 589,911	9.03
1975	Urban Extension	2,636,154	+ 153,461	5.82
1975	Urban System	6,685,964	- 153,461	2.30
1976	Urban Extension	2,609,254	+ 139,428	5.34
1976	Urban System	6,703,675	- 139,428	2.08

This transfer is in addition to transfers of urban system funds in the amount of $419,000 of fiscal year 1974 approved January 28, 1975, and $901,000 of fiscal year 1975 approved May 12, 1975. The total transfers to date of urban system funds to urban extensions follow:

Fiscal Year	Fund	Approved Transfer Amount	Approved Transfer Percent
1974	Urban Extension	+$1,008,911	40.00
1974	Urban System	- 1,008,911	15.44
1975	Urban Extension	+ 1,054,461	40.00
1975	Urban System	- 1,054,461	15.77
1976	Urban Extension	+ 139,428	5.34
1976	Urban System	- 139,428	2.08

Approved copies of Governor Straub's requests are attached for your files.

G. L. Green

Attachments
Ltr, 9-26-75, Gov Straub to Sec of Trans
re: Sunset & Banfield Transit Corridor Studies
Ltr, 9-26-75, Gov Straub to Sec of Trans
re: Barbur Blvd. Transit Lane

STATE OF OREGON
1859

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

September 26, 1975

MONTHLY TRANSACTION NO. NP 11 110

Secretary of Transportation
U. S. Department of Transportation
Washington, D. C. 20590

THROUGH: Glen L. Green, Oregon Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

RE: Transfer of Urban to
Urban Extension Fund

Barbur Boulevard Transit Lane
CRAG - Portland

The Oregon State Highway Division, at the request of the Columbia Region Association of Governments, has initiated a proposal for the transfer of $273,000 from Oregon's Federal Aid Urban System Funds to the Urban Extension Fund to construct the Barbur Boulevard project in the City of Portland. Existing Urban Extension Funds are not adequate to do this work which is identified as a high priority project and will also serve as an energy conservation measure. The total estimated cost of the project is $350,000 and requires $273,000 of Federal Funds.

The requested transfer meets the requirements of Section 104(d) of Title 23 of U.S.C. as amended by Section 111 of the Federal Aid Highway Act of 1973. The proposed transfer will decrease the 1975 Fiscal Year Urban System Funds to $5,631,503 (minus 2.00 percent of the original allocation), and increase the 1975 Fiscal Year Urban Extension Funds to $3,690,615 (plus 5.07 percent of the original allocation). It will also decrease the 1976 Fiscal Year Urban System Funds from $6,703,675 to $6,564,247 (minus 2.08 percent) and increase the 1976 Fiscal Year Urban Extension Funds from $2,609,254 to $2,748,682 (plus 5.34 percent). The 1975 Fiscal Year Urban Extension Fund has now been increased a total of 40 percent, the maximum allowable under Section 104(d) of Title 23, U.S.C.

Earlier transfers were approved by your office on January 28 and May 12, 1975. Another transfer request dated September 26, 1975, is currently being processed by your office. I believe the transfer is in the public interest and recommend your approval.

MONTHLY [illegible] NO. NP 1 1 1 1

Sincerely,

Bob Straub
Governor

RWS:js

cc: City of Portland
CRAG
Department of Transportation

Approved: Norbert T. Tiemann
Nobert T. Tiemann

Date: 10-30-75

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 626-1901-100

Portland, Oregon 97213

November 6, 1975

FROM: MAX KLOTZ
Metro Planning Engineer
by
VERN BUTZER
Project Information Officer

SUBJECT: Barbur Bus Lanes Agreement
West Portland Park & Ride

TO: RICHARD UNREIN
County-City Unit
Project Management

Unless the "Policy Statement for Cooperative Traffic Control Projects" specifically exempts state participation for maintenance and electrical costs of signals and illumination to state designated sections on city arterials, this agreement commits the state to share costs on Barbur from Front to Sheridan, which is not state highway.

No mention is made of other maintenance of the facility, e.g., who is responsible for bus signs, striping, etc. from Slavin Road to Sheridan Street. Should state maintain curb to curb from Slavin to Front and city outside of curbs and all maintenance from Front to Sheridan?

11/10/75

MAX:

WE have REVISED pages 5 & 6 RE: MAINTENANCE
as per conversation with Butzer. If ok
with you please forward to City for signature.

Dick Unrein

mb

Unrein

RECEIVED
COUNTY & CITY SECTION
NOV 7 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

8489

1

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 21, 1975

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

AGENDA
[illegible] 22 1975
4 M

SUBJECT Federal Aid Urban System
Project Requests

Presented for your consideration at the October 28 meeting will be eight requests for approval of Urban System projects.

The City of Albany is requesting three projects. One is a $85,000 project to construct a modern structure over Periwinkle Creek on Third Avenue. The other two projects are for widening a 0.06-mile section of Queen Avenue and a 0.35-mile section of Waverly Drive at a cost of $170,000 and $200,000 respectively.

The City of Portland's request is for the development of an exclusive bus lane on S.W. Barbur Boulevard. This request requires a transfer of Urban System funds to Urban Extension funds. Local officials have approved of the transfer.

The development of a truck route totaling $177,000 is being requested by the City of St. Helens.

A $40,000 revision to the existing traffic signal at the intersection of Lancaster Drive and State Street is one of two projects being requested by Marion County. Their other request is for a $1,292,000 project to four-lane a 1.25-mile segment of Silverton Road.

The request from Multnomah County is for a $20,000 traffic signal project at the intersection of S.E. Washington Street and 96th Avenue.

Federal Urban System funds for these projects are estimated at $1,820,500 with the State providing approximately $256,750 in match funds and an equal amount being contributed by the involved local units of governments.

NOTED
[illegible] HEAD

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval of these projects and request authorization to sign project agreements for and on your behalf.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
H. S. Coulter
R. N. Bothman
L. W. Rulien
V. E. Skoog
D. N. Harwell
E. L. Hardt
C. O. Fredrickson
Jack Graham
G. L. Sund

GEZ:scr dpy

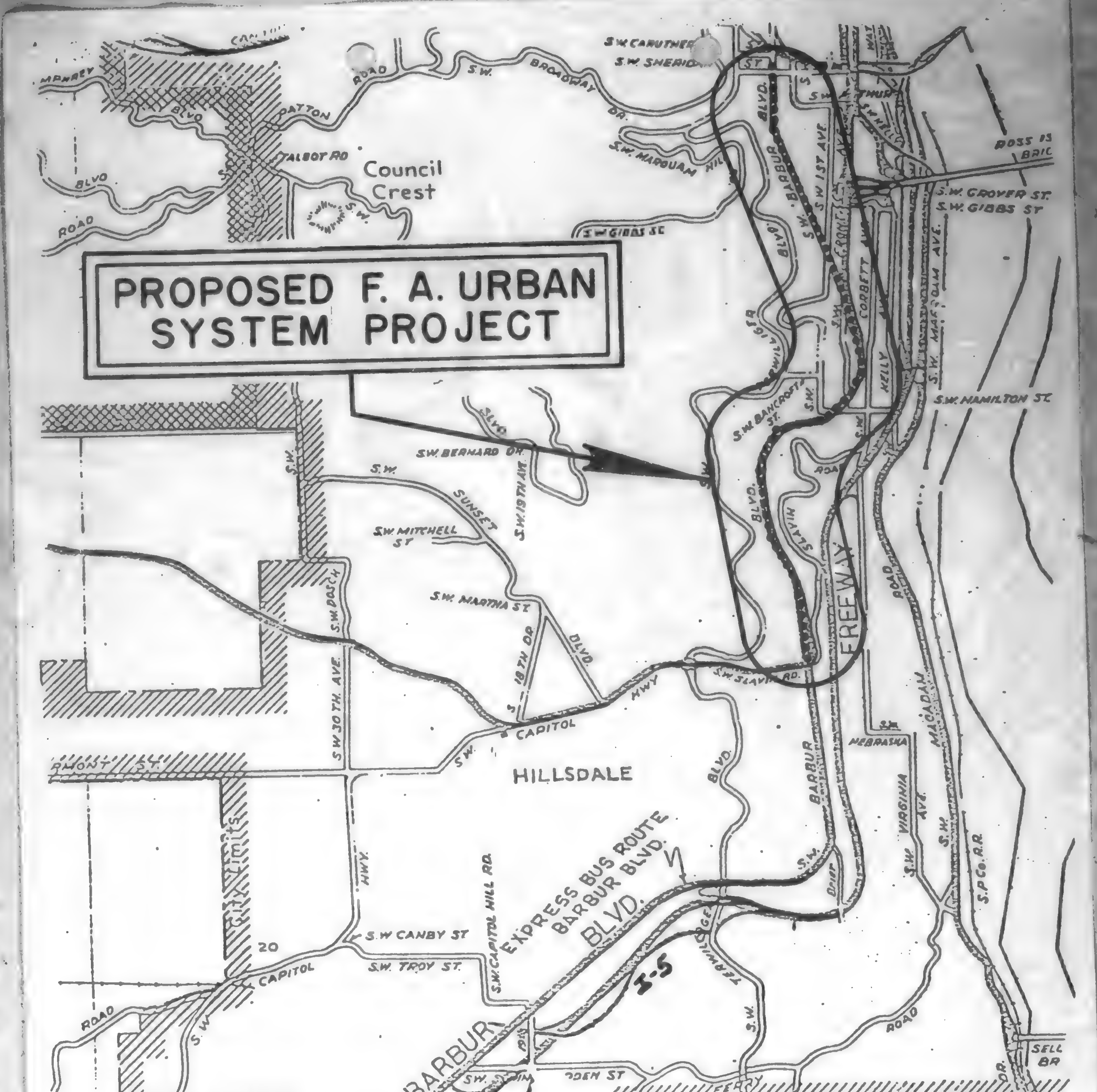
CITY OF PORTLAND
Proposed Urban System Project

S. W. Sheridan St.-S. W. Slavin Road (Portland) Section
Pacific Highway West (Barbur Blvd.), FAP 9
Grade, Pave and Signs
$350,000

This project entails the development of an exclusive bus lane on S. W. Barbur Blvd. in conjunction with the development of the West Portland Park and Ride Station.

This project will be funded from Urban System funds transferred to Urban Extension funds.

75-1
10/15/75


PROPOSED F. A. URBAN SYSTEM PROJECT
PORTLAND, OREGON
Council Crest
HILLSDALE
FREEWAY
EXPRESS BUS ROUTE BARBUR BLVD.
BLVD.
BARBUR
S.W. BALDOCK
I-5
OPOSED SITES for PARK & RIDE ANSIT STATION
A
D
N
S.W. CARUTHERS
S.W. SHERIDAN
S.W. BROADWAY DR.
S.W. MARQUAM HILL
S.W. GIBBS ST
S.W. GROVER ST.
S.W. GIBBS ST
S.W. 1ST AVE.
S.W. BARBUR BLVD.
CORBETT
KELLY
S.W. MACADAM AVE.
S.W. HAMILTON ST.
S.W. BANCROFT ST.
S.W. BERNARD DR.
S.W. SUNSET
S.W. 19TH AVE.
S.W. MITCHELL ST
S.W. MARTHA ST.
18TH DR.
S.W. DOSCH
S.W. 30TH. AVE.
S.W. CAPITOL HWY
S.W. SLAVIN RD.
TERWILLIGER BLVD.
ROSS IS BRIDGE
NEBRASKA
S.W. VIRGINIA AVE.
MACADAM
S.P.Co. R.R.
SELLWOOD BR
S.W. CANBY ST
S.W. TROY ST.
S.W. CAPITOL HILL RD.
HWY.
CAPITOL ROAD
City Limits
20
TALBOT RD
DAYTON
BLVD
ROAD
S.W. TAYLORS FERRY
ODEN ST
S.W. 30TH AVE.
Line

8489 1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

October 15, 1975

FROM: L. E. George
Traffic Engineer

SUBJECT: Sign Plans
Barbur Blvd.
Bus Lane

TO: R. L. Schroeder
Asst. State Hwy. Engineer

Attached for your signature are the sign plans for the Barbur Blvd. bus lane.

The matter of signing for Tri-Met busses only has been discussed with Jack Sollis and Walt Barrie. They inquired if there were any other scheduled busses on this portion of Barbur Blvd. They were advised that there were not.

Jack and Walt said that the law did not really address itself to whether we can restrict the center lane to Tri-Met busses only, but that since there are no other regularly scheduled busses, they would recommend that we go ahead with the signs as proposed.

L E George
L. E. George
Traffic Engineer

RDT:cr

NOTED
R. L. SCHROEDER

RECEIVED
OCT 17 1975
Office of
Assistant State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 626-1901

Portland, Oregon 97213
October 6, 1975

FROM: MAX J. KLOTZ
Metro Planning Engineer

TO: RICHARD UNREIN
Urban Engineer

SUBJECT: West Portland Park & Ride
Barbur Blvd. Bus Lane
S.W. Sheridan St. - Slavin Rd. Sec.
Pacific Highway West

Re your letter of Sept. 26

The Barbur Boulevard Bus Lane is the express bus connecting link for the West Portland Park and Ride Station. The total distance from the station to the CBD is approximately six miles, of which one and one-half miles is exclusive bus lane. The buses will run in mixed traffic through the less heavily traveled section south of Slavin Road.

From Slavin Road to Hamilton Street there is sufficient width to restripe the pavement to provide for the median exclusive lane. Between Hamilton and Bancroft streets minor widening is necessary to provide the exclusive lane and still maintain the existing number of auto lanes. From Bancroft Street northerly to Sheridan Street parking restrictions during peak hours will permit restriping to accommodate the bus lane and still maintain the existing auto lanes.

A request was made to FHWA prior to receiving their design approval to split the bus lane out of the package so construction could begin without awaiting station design completion. FHWA rejected this proposal as they considered the project as a whole and would not approve the project piecemeal. Approval would be made only after the FEIS and design study report were submitted and approved.

The design study report and route selection recommendations are attached for background information on the project.

The section of the exclusive lane on Barbur from near Hamilton Street to Slavin Road is a state designated highway. From Hamilton to Sheridan, Barbur is a city street. The city will fully maintain their portion after construction and the state will share maintenance on the state highway portion per contractual agreement, except state will maintain all from curb to curb. An agreement for this project is currently being drafted for presentation to the city.

CRAG approved FAUS fund transfer to Urban Extension in August of this year (letter attached).

The city of Portland sponsored the fund transfer in July (Mayor Goldschmidt's letter attached).

Unrein
H

RECEIVED
COUNTY & CITY SECTION
OCT 8 - 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

Please advise if more information is needed.

VB:mb

Attachments

8 & 8-9.

Kelson

Send cc: Klaboe
Hunter
for your info
Larry

NOTED
E. S. HUNTER

October 3, 1975

RECEIVED
STATE HWY ENGR
OCT 20 '75
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

Cy Schroeder
Versteeg
10-22-75

Council on Environmental Quality
722 Jackson Place Northwest
Washington, D.C. 20006

Attention: Michael J. Kane, Staff Member

Ladies and Gentlemen:

Although we have not yet heard from the Federal Highway Administration (FHA), our concerns about the proposed express bus lane on Southwest Barber Boulevard, we have received a letter from the Oregon State Highway Division which is attached.

The Homestead Neighborhood Association (HNA) Planning Committee has met and reviewed the response from the Highway Division. The unanimous reaction of the committee is that the State of Oregon Highway Division has not addressed itself to the main point of our objection which is simply the advantages of the express bus lane do not off-set the negative impacts on our neighborhood. Specifically, the last paragraph on page 3 attempts to deal with this issue in part, but in our estimation appears to only substantiate our original perception of the Highway Division and TRI-MET desires to construct an express bus lane so they can say they have one! Also, we do not believe our request that this activity be halted until a thorough review be made on the impact on our neighborhood has been responded to in this letter from the Highway Division.

So that there may be a clear understanding of our motivation in this matter it is our desire to retain the livability of an area close to downtown Portland that has unusual scenic and livability aspects. We do not object to the Park and Ride station just approaching a stage of construction which will permit TRI-MET to improve transportation, but we see the partial express bus lane of minimal value. We have good reason to suspect its primary value will be to provide TRI-MET with a sales gimmick in their efforts to promote ridership from the Park and Ride station.

PROJECT MANAGEMENT SECTION
OCT 16 1975
ROUTING
INFO
ACTION
P.M. ENGINEER
PROJ. DEV. ENGR.
OFFICE ENGR.
COUNTY-CITY
FEDERAL AID
INVENTORY-NEEDS
MILEAGE CONTROL
PROG. & SCHEDULE
REMARKS:

Specifically, we wish to take issue with some of the points made in the Oregon State Highway Division letter as follows:

1. The Highway Division in item one of their letter now states the travel time for outbound buses using the express lane during peak periods will be improved by three minutes over free-flowing traffic. We had received prior testimony by both Highway Division and TRI-MET officials this improved travel time was estimated as one to one and a half minutes. This change again raises serious doubts as to the credibility of their studies and thoroughness of planning undertaken on this project.

2. Their reponse in item two does not address the concern we raised over the potential backup of traffic on Hamilton Street (we didn't express a concern about Viewpoint Terrace). In anticipation of further responses it is generally agreed by State, City and local residents that practical possibilities do not exist for constructing another traffic-way to the University of Oregon Health Science Center and Veterans Hospital complex; therefore, Hamilton Street will remain a major entry and exit traffic-way.

3. There is no response to our concern about the impact of additional traffic on Southwest Terwilliger Boulevard. As pointed out previously, our fear is the removal of another vehicular lane of traffic on Barbur will simply force more traffic onto Terwilliger, which has severe limitations already. This fear, incidentally, is substantiated by our experience with occurrences of congestion on Terwilliger when an accident or construction on either the freeway or Barbur results in constricted vehicular traffic, and hence an overflow results.

4. Item three offers some hope for improved signalized pedestrian cross-way at the Neighborhood House; we are appalled that express buses would have the preemptive control. The impatience of youngsters coupled with the difficulty in stopping a fully loaded bus is a frightening situation to contemplate. We see no solution to this except the inclusion of a commitment as part of this project to the construction of a pedestrian over-crossing. Such a commitment doesn't exist at this time.

5. The concern over the impact of vehicular traffic leaving the new YMCA facility has not been addressed in item four. Since it is understood that vehicles leaving the vacility will not be allowed a left turn, they will have to turn right, and travel to Southwest Condor or beyond.

Since it is the goal of our neighborhood planning group to offer positive input, we suggest the State of Oregon Highway Division and TRI-MET consider an alternative to their present plan. Rather than route express buses down Barbur Boulevard from the confluence of that street and Southwest Front Avenue, we suggest that buses could travel faster by encountering less traffic signals if they used Southwest Front Avenue via Harbor. By actual count between that point of Front Avenue and Barbur to a common point at Southwest Fourth and Clay Streets, there are three traffic signals as opposed to six traffic signals on Southwest Fourth, which is the extension of Barbur to the downtown core area.

In summary, we remain very concerned citizens and are anxiously awaiting a reply to our original request to your organization. We are submitting this additional input so that you may be apprised of recent developments, and hopefully respond favorably to our original request that this project be halted until a more complete environmental impact study be conducted.

Dick Chamberlin

Dick Chamberlin, Chairperson, Planning Committee
Homestead Neighborhood Association
4100 S.W. 6th Avenue Drive
Portland, Oregon 97201
Telephone Numbers: 222-6171 (Res); 224-6668 (Bus)

Attachment

cc: Larry Rulien
Project Management Engineer
Oregon State Highway Division
207 Highway Building
Salem, Oregon 97310

Robert N. Bothman
Assistant State Highway Engineer
5821 N.E. Glisan
Portland, Oregon 97213

William G. Hall
Director, Dept. of Planning and Development
TRI-MET
Pacific Building
520 S.W. Yamhill Street
Portland, Oregon 97204

8489 13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 2, 1975

Portland, OR 97213

FILE: 626-1901-100

FROM: R. N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: West Portland Park & Ride -8353
Barbur bus lanes

TO: MEMO TO THE FILE

I presented the West Portland Park and Ride plan and schedules, and the Barbur Boulevard bus lane plan and schedules to the Tri-Met board on October 1.

The board asked a considerable number of questions which were answered by Bill Hall or me.

The presentation left no questions unanswered.

Presented at the same time was Jack Sullivan's traffic evaluation and development report on the Interim Transportation Plan which received high praise from the board and generated considerable discussion, mostly relative to transit issues presented by population and employment distribution used in the ITP traffic models. Chairman Drummond expressed the opinion that this was the best presentation of the transportation issue that he had seen so far reflecting the metropolitan transportation issues.

ebg

cc: G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. E. Royer
G. L. Sund

Note: I believe that Jack's presentation is one that should be presented to all governing bodies in the metropolitan area who have planning responsibilities relating to the transportation plan. Also, perhaps some type of TV presentation to gain broad coverage would be beneficial. The report simply indicates that the current land use planning for the region is not consistent with the current transportation planning for the region. It also points out that finances available to fund the transportation plan, required to support the land use plan, are not available.

RECEIVED
STATE HWY ENGR
OCT 3 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
F. B. KLABOE

8487.

1

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

September 26, 1975

Secretary of Transportation
U. S. Department of Transportation
Washington, D. C. 20590

THROUGH: Glen L. Green, Oregon Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

RECEIVED
STATE HWY ENGR
OCT 2 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Dear Sir:

RE: Transfer of Urban to
Urban Extension Fund

Barbur Boulevard Transit Lane
CRAG - Portland

The Oregon State Highway Division, at the request of the Columbia Region Association of Governments, has initiated a proposal for the transfer of $273,000 from Oregon's Federal Aid Urban System Funds to the Urban Extension Fund to construct the Barbur Boulevard project in the City of Portland. Existing Urban Extension Funds are not adequate to do this work which is identified as a high priority project and will also serve as an energy conservation measure. The total estimated cost of the project is $350,000 and requires $273,000 of Federal Funds.

The requested transfer meets the requirements of Section 104(d) of Title 23 of U.S.C. as amended by Section 111 of the Federal Aid Highway Act of 1973. The proposed transfer will decrease the 1975 Fiscal Year Urban System Funds to $5,631,503 (minus 2.00 percent of the original allocation), and increase the 1975 Fiscal Year Urban Extension Funds to $3,690,615 (plus 5.07 percent of the original allocation). It will also decrease the 1976 Fiscal Year Urban System Funds from $6,703,675 to $6,564,247 (minus 2.08 percent) and increase the 1976 Fiscal Year Urban Extension Funds from $2,609,254 to $2,748,682 (plus 5.34 percent). The 1975 Fiscal Year Urban Extension Fund has now been increased a total of 40 percent, the maximum allowable under Section 104(d) of Title 23, U.S.C.

COPY

Earlier transfers were approved by your office on January 28 and May 12, 1975. Another transfer request dated September 26, 1975, is currently being processed by your office. I believe the transfer is in the public interest and recommend your approval.

Sincerely,

Governor

RWS:js

cc: City of Portland
CRAG
Department of Transportation

9-14

September 23, 1975

TO Mr. B. L. Green
Division Administrator
Federal Highway Administration

FROM F. B. Klaboe
Administrator and
State Highway Engineer

RE Transfer of Urban to
Urban Extension Fund

Barbur Boulevard Transit Lane

CRAG - City of Portland

By letter of September 23, 1975, I have initiated a request for a transfer of Urban Funds to Urban Extension Funds to construct the Barbur Boulevard transit lanes project. A request has been forwarded to the Governor for his approval and subsequent transmittal to the Secretary of Transportation. This letter will serve to confirm that the transfer has the approval of and is at the request of the Oregon State Highway Division. Further documentation consisting of a letter to the Columbia Region Association of Governments from Neil Goldschmidt, Mayor of Portland, dated July 14, 1975, a copy of a CRAG Resolution dated August 28, 1975, and a letter to Mr. George Baldwin from CRAG dated September 5, 1975, is attached for your information. This transfer of funds includes Urban System Funds attributable to the City of Portland urbanized area. We would appreciate expeditious approval of this housekeeping matter so that we can proceed to implement these projects.

Attachment

cc: G. M. Baldwin
E. S. Hunter
L. W. Rulien
V. Skoog

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

527 S.W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646

LARRY RICE, EXECUTIVE DIRECTOR

REGULAR MEMBERS

LACKAMAS COUNTY
- Barlow
- Canby
- Estacada
- Gladstone
- Happy Valley
- Johnson City
- Lake Oswego
- Milwaukie
- Molalla
- Oregon City
- Rivergrove
- Sandy
- West Linn
- Wilsonville

ULTNOMAH COUNTY
- Fairview
- Gresham
- Maywood Park
- Portland
- Troutdale
- Wood Village

ASHINGTON COUNTY
- Banks
- Beaverton
- Cornelius
- Durham
- Forest Grove
- Gaston
- Hillsboro
- King City
- North Plains
- Sherwood
- Tigard
- Tualatin

SOCIATE MEMBERS

LARK COUNTY
- Camas
- Vancouver

olumbia City
appoose
t. Helens
he Port of Portland
n-Met
he State of Oregon

September 5, 1975

9-1 Royer
[illegible]
Klaboe
Swan

Mr. George Baldwin, Director
Oregon Dept. of Transportation
Highway Building
Salem, OR 97310

Dear Mr. Baldwin:

As part of the regional transportation planning process, CRAG has developed a Transportation Improvement Program (TIP) for the Portland-Vancouver Metropolitan area. After both technical and public review and consideration of the document and the projects in it, the CRAG Board of Directors adopted the TIP on August 28, 1975 by Resolution BD 750801.

By adopting the TIP, the Board has authorized the FAUS projects in the Annual Element (FY 76) to be implemented by the sponsoring agencies. Those projects are listed below, according to the local jurisdictions responsible for initiating the project request.

City of Beaverton
- Allen Blvd widening, Alice to Lombard, Lombard to Hall
- Allen Blvd signal at Lombard St

OSHD
- Banfield Freeway HOV Lanes-includes fund transfer from FAUS to Urban Extension
- Powell Blvd-92nd to Ava
- Clackamas Hwy, I-205 to Boring
- Sunset Transit Corridor Study-includes fund transfer from FAUS to Urban Extension
- Banfield Transit Corridor Study-includes fund transfer from FAUS to Urban Extension

City of Hillsboro
- River Road, Hwy 8 to east city limits
- Minter Bridge Rd, Hwy 8 to south city limits

SEP 11 1975

Multnomah County
  N. Columbia Blvd, Borthwick to Union
  Hawthorne Bridge controls

Clackamas County
  Oatfield Road
  Linwood Ave, King to Harmony

City of Portland
  Holgate Bridge
  Columbia Blvd, west city line to Burr
  Columbia Blvd, Burr to Oswego
  [redacted]
  Terwilliger Blvd - Barbur to Taylors Ferry (project description amended)
  Greeley Ave - Swan Island to I-5
  Going St, interchange at Basin
  Burnside St, Second to Park
  FAU Reconnaissance and Environmental Evaluation
  Downtown Transit Study
  Signal Modernization
  New Traffic Signals

Tri-Met
  Bus Garage at Powell and I-205
  Express Buses for Banfield HOV lanes
  Park and Ride Program

City of Lake Oswego
  Boones Ferry Rd, Bryant to county line

Washington County
  Barnes Rd, Sunset to county line
  185th Ave, Baseline to West Union
  Greenburg Road, Hall to Oak
  65th/Nyberg Rd, Borland to Boones Ferry (City of Tualatin to sponsor the part of this project which relocates Tualatin-Sherwood Road)

These projects are described and funds scheduled in the TIP, a draft of which has been provided to your agency and each local jurisdiction in the region. The final version of the Program, as adopted by the Board will be available for distribution in about two weeks.

A copy of this letter is being sent to each of the jurisdictions above, as notice that the TIP has been approved, and the projects in the annual element may now be implemented. Please contact Dick Etherington of this office if there is any question regarding this letter.

Sincerely,

Larry Rice
Executive Director

kt

FILED
JACK GRAHAM

RECEIVED
SEP 9 1975
OFFICE
DIRECTOR of TRANSPORTATION

THE CITY OF
PORTLAND
OREGON

OFFICE OF
THE MAYOR
NEIL GOLDSCHMIDT
MAYOR

1220 S. W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4120

RECEIVED
JUL 16 1975
COLUMBIA REGION
ASSOC. OF GOVERNMENTS

July 14, 1975

Larry Rice, Executive Director
Columbia Region Association of Governments
527 S.W. Hall Street
University Center Building
Portland, OR 97201

Dear Mr. Rice:

As you are aware, the Barbur Boulevard transit lane project is scheduled for implementation later this year. The project is part of the CRAG draft Transportation Improvement Program and the City of Portland has concurred with the project by providing sufficient funds within the City's Capital Improvement Program to meet the 11% local match.

As presently proposed, the Barbur project is estimated to require approximately $350,000 in total cost. Of this amount, 78%, or $273,000, will be federal funds, with the remaining funds being provided by the Oregon Department of Transportation and the City of Portland.

Since Barbur Boulevard is designated as an Urban Extension highway, the proposed federal funding must be derived from federal Urban Extension funds. However, as those funds are severely limited within the state, it is necessary to implement a transfer of Federal Aid Urban System funds to the Urban Extension category, in accordance with U.S.C. Title 23; Section 104(c) and 104(d).

Therefore, pursuant to this transfer purpose, I hereby request on behalf of the City of Portland that the Columbia Region Association of Governments take steps necessary to request of the U.S. Secretary of Transportation, through the Governor of the State of Oregon, that federal funds required for the Barbur Boulevard transit lane project be transferred from Federal Aid Urban to Urban Extension.

Your assistance in this matter is appreciated.

Sincerely,

Neil Goldschmidt
Mayor

DW:pa

Spence

CRAG RESOLUTION

BD 750801

FOR THE PURPOSE OF ADOPTING A TRANSPORTATION IMPROVEMENT PROGRAM FOR THE URBAN AREA.

WHEREAS, the Board of Directors has instructed its staff and its Transportation Technical Advisory Committee to prepare a Transportation Improvement Program for the CRAG Urban Area which implements the adopted Interim Transportation Plan and complies with federal guidelines as set forth in 23 CFR - Part 450; and

WHEREAS, such a program was prepared, released by the Board for citizen and agency review, and has been reviewed by the Transportation Technical Advisory Committee and presented in final form to the Board; now therefore be it

RESOLVED, the Board of Directors adopts as Board policy, the Transportation Improvement Program for the Urban Area as contained in the attachment to this resolution marked Exhibit "A" and made an integral part of this resolution.

ADOPTED By the Board of Directors this 28th day of August, 1975.

By Larry Rice
Larry Rice
Executive Director

8/21/75

1471

OREGON STATE
HIGHWAY DIVISION

September 9, 1975

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

BOB STRAUB
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

HOMESTEAD NEIGHBORHOOD ASSOCIATION
4100 Southwest Sixth Avenue Drive
Portland, OR 97201

Attention Dick Chamberlin, Chairperson Planning Committee

Ladies and gentlemen:

The Oregon State Highway Division has considered the issues raised in your letter of August 15 to the Council on Environmental Quality concerning the Barbur Boulevard bus lane. In keeping with our policy of attempting to investigate and address all possible environmental impacts of a particular project, we have examined each of your seven issues and respond as follows:

1. Considering the travel time from Southwest Sheridan to Slavin Road, it is estimated that outbound buses using the express lane during peak periods will be able to gain a three minute advantage over free-flowing traffic, and a twelve to fifteen minute advantage during conditions of impaired flow. Additionally, it is anticipated that as traffic volumes increase according to current projections, the bus time advantage will also increase, ergo, attracting more express bus patrons.

2. The bus lane will only eliminate a left-turn movement for northbound Barbur Boulevard traffic intending to turn onto Viewpoint Terrace. A traffic analysis taken during peak hours in June 1975 indicated that this movement is relatively minor (30 vehicles in the a.m., and 15 vehicles during the p.m.).

   The city of Portland will take another count after the University of Oregon Medical School begins the fall term.

   The city does not want to encourage using the Viewpoint Terrace route as a major access to the medical center or vetran's hospital in order to avoid adverse traffic impacts on adjacent neighborhood areas.

3. Communication with Neighborhood House reveals that the hours in which their programs begin and end are generally not coincident with the peak hour operating times of the express bus lane (7 to 9 a.m., and 4 to 6 p.m.).

NOTED
F. B. KLABOE

During the summer, however, thirty (30) children attend each day camp at Neighborhood House and would be arriving and leaving the center during peak hours. It has been the center's past experience that most of these children are delivered and picked up by their parents in private vehicles and do not use the crosswalk. Neighborhood House's local-use gymnasium generates a few pedestrians who cross Barbur Boulevard during peak operating times.

There is a safety problem with the current pedestrian crossing in that drivers on Barbur Boulevard seemingly do not respect the existing warning light and painted crosswalk. Although plans to improve this particular situation are not expected to significantly increase the existing hazard during off-peak hours when most pedestrian traffic is likely to occur.

A possibility for consideration, should the hazard become even greater after the bus lane is in effect, would be the installation of a pedestrian actuated signal, of which express buses would have pre-emptive control.

Pedestrian walks along the eastside of Barbur Boulevard and possibly a pedestrian overcrossing to serve the new Y.M.C.A., Duniway Park, Neighborhood House, etc., are also under consideration for the city's capital improvement program.

4. If such congestive conditions do become a reality, they would occur regardless of the existence of a bus lane.

The proposed Y.M.C.A. facility will have a 3,000 member capacity, with a 250 person capacity at any one time. Peak periods of member arrival and departure would be 7 to 8 a.m., and 4:30 to 8 p.m. These times partially coincide with peak operating times on Barbur Boulevard. It is anticipated, however, that the bus lane's prevention of left-turns into the proposed Y.M.C.A. facility for northbound traffic would serve to increase traffic flow efficiency as compared to possible delays caused by this turning movement under present design conditions.

The Y.M.C.A. has reacted favorably to the bus lane project and does not find the proposed prevention of left-turns across the bus lane during peak hours to be a significant inconvenience to their would-be members. Those members coming from the south on Barbur Boulevard would instead have to go past the Y.M.C.A, turn west on Caruthers Street, south on Fifth Avenue, east on Southwest Sheridan, and south onto Barbur Boulevard before entering the building.

5. A broad interpretation of future planning goals for the land use along Barbur Boulevard between Hamilton Street and Southwest Sheridan Street indicates:

   A. The desired preservation of existing residential areas with planned density growth; and

   B. The controlled introduction of a limited number of commercial establishments which would provide needed services to the area (e.g., a bank, a grocery store, restaurants, etc.). These types of establishments characteristically include off-street parking in their design, and city code requires that they do so. Hence, the prevention of parking on Barbur Boulevard would not adversely affect their viability.

   For the most part, existing commercial establishments in the subject area also have off-street parking and do not depend appreciably on Barbur Boulevard for customer parking.

6. The exclusive bus lane will not cause the removal of a vehicle lane. The bus lane is additional.

7. The highway division sincerely regrets having inadvertently given a wrong estimate for this project. The figure should have been $3.6 million.

A combination of circumstances led to the omission of the Homestead Neighborhood Association from our public involvement process. The program was started prior to the recognized formation of H.N.A. Nontheless, the responsibility is ultimately that of the highway division's. Our contacts included Jackson, Corbett/Terwilliger, and Lair Hill neighborhood associations. Additionally contact was made with the Lions and Kiwanis. Extensive advertising in the five main newspapers occurred throughout the hearing and public contact period.

According to the Interim Transportation Plan for the Portland/Vancouver metropolitan area, Barbur Boulevard is designated as a major transit corridor. Eventually consideration will be given to exclusive transit lanes to connect the West Portland Park and Ride station with the central business district. The current Barbur bus lane project is directed toward alleviating the bottleneck presently existing within this corridor.

The percieved, underlying thrust of the H.N.A. Letter is that the bus lane will generally increase congestion in the subject neighborhood area. Any major transportation improvement to a corridor will undoubtedly attract additional usage. It is the intent of this project, however, to provide a major beneficial contribution to the regional transportation system while at the same time attempting to minimize the adverse impacts on the immediately adjacent area. Successfully encouraging the use of a more efficient transportation mode within the Barbur corridor should serve to reasonably attain these normally antithetical goals.

Respectfully,

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: L. W. Rulien
Project Management Engineer

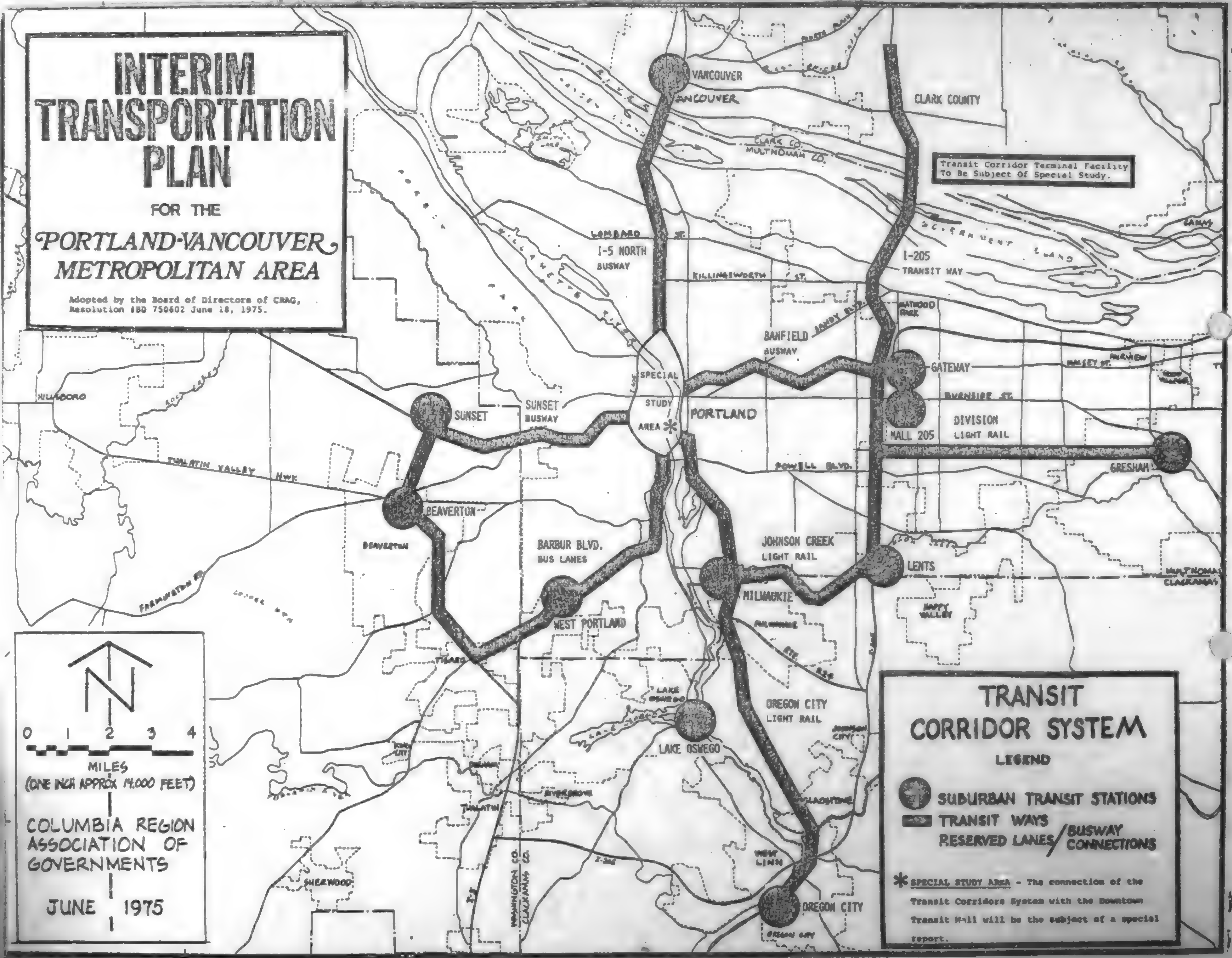
Vern Butzer
Metro Project Information Officer

Bill Hall
Director of Planning
Tri-Met

attachment

bcc: F. B. Klaboe
E. S. Hunter
G. A. Potter
Christiansen - FHWA
Bill Hall - Tri-Met
Ernie Bonner - City of Portland

RECEIVED
STATE HWY ENGR
SEP 11 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File



INTERIM TRANSPORTATION PLAN

FOR THE

PORTLAND-VANCOUVER METROPOLITAN AREA

Adopted by the Board of Directors of CRAG, Resolution #BD 750602 June 18, 1975.

TRANSIT CORRIDOR SYSTEM

LEGEND

- ● SUBURBAN TRANSIT STATIONS
- ▬ TRANSIT WAYS RESERVED LANES/BUSWAY CONNECTIONS

* SPECIAL STUDY AREA - The connection of the Transit Corridors System with the Downtown Transit Mall will be the subject of a special report.

Transit Corridor Terminal Facility To Be Subject Of Special Study.

0 1 2 3 4
MILES
(ONE INCH APPROX 14,000 FEET)

COLUMBIA REGION ASSOCIATION OF GOVERNMENTS

JUNE 1975

8487

1

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

9-2-75

LETTER OF APPROVAL D/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	U-203(9)
ST E PROJECT NO.	S.W. Sheridan Street - S.W. Slavin Rd. Section
FROM:	G. L. Green, Division Administrator Salem, Oregon
PROGRAM NO.	
ITEM NO.	U-193
COUNTY NAME	Multnomah
PROGRAM STAGE (Check)	☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 8 '75
REFER TO
Rulien
FOR

Info	Ines	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED	
DATE AUTHORIZATION EFFECTIVE	September 2, 1975
FEDERAL ROUTE NUMBER	Primary Route 9
STATE ROUTE NUMBER	Pacific Highway Route 1W

GENERAL LOCATION:
State Road 1W - SW Sheridan Street (Portland) South 1.92 miles.

GENERAL DESCRIPTION OF WORK:
Right of Way acquisition.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)*
Relocation Payments.

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of September 2, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's August 25, 1975 letter you are authorized to proceed with all phases of right of way acquisition including incidentals and the moving of personal property at a total estimated cost of $10,000.00 - federal funds $7,819.00.

Federal participation will be limited to that right of way actually incorporated in the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-2-75	C R Burghardt for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 9-2-75
BY (Signature): L. W. Rulien's August 25, 1975letter
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ______

ITEM NOS. 193 THRU ______ ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **
193	U-203(9)	1.92	10,000	7,819

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
S.W. Sheridan St. - S.W. Slavin Road Section. Multnomah County - State of Oregon.	Right of Way Acquisition - all phases including relocation assistance.

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		9-2-75	C R Burghardt G. L. Green, Division Administrator

* Program approval shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

8489

PRO 6-2

August 25, 1975

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM:
L. W. Rulien
Project Management Engineer

SUBJECT: Program Data Submission
Project No. U-203(9)

We are resubmitting program data for one right-of-way project, Item No. 193, Project No. U-203(9), "S.W. Sheridan Street-S.W. Slavin Road Section", which we desire to have included in the Federal Aid Urban Extension Highway Program.

This project was previously submitted on May 21, 1975 however returned without action on June 5, 1975 for additional support data.

We further request concurrent with approval of the program authorization to proceed with all phases of right-of-way acquisition including incidentals and the moving of personal property. The right-of-way to be acquired is as outlined in red on the enclosed sketch map.

Relocation assistance consists of the moving of personal property from an old garage and no displacement of individuals, families or businesses is involved. Therefore, assurance regarding the availability of adequate replacement housing is not required.

CL:dc
Attach

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

O.

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

August 25, 1975

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(20) 21 St. Rd. 1W, S.W. Sheridan St. (Portland), S. 1.92 mi. 65	**ADT**	27,100	(66) 42,300 (70)	(71) 95 (72)	10	Oregon	(2) 41 (3)	(4) 032 (9)	(14) 193 (18)

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ay Purchase 62	(63)	(65)(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 U- 20	7 203	(9) 13	(24) (26)	27

FUNDS Urban Extension

COUNTY NAME Multnomah CODE 051 (14) (16)

PROGRAM STAGE ☐ 1 OR ☒ XXXX 2

EA Portland

ROUTE NO. P

FEDERAL-AID 9 (32)

STATE 1W (36)(37)

U.S. -- (41)

WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		St. Rd. 1W, SW Sheridan St. (Portland), S. 1.92 mi.						R/W acquisition all phases including relocation assistance.
ROW			1.92	10,000	7,819	2,181		(Future construction necessary to widen & restripe the existing facility to provide for variable 4 to 5 11' travel lanes w/ 12' bus lane.)
CONST (CODE)		"S.W. Sheridan St.-S.W. Slavin Road Section"						ROW - 80' min.; Access Control-Partial Parking Restrictions-Complete.
ED BY		PROJECT TOTALS	1.92 (16)	10,000 (23)	(24) 7,819 (33)	2,181		

RECE
COUNTY & CITY SECTION
8 - 1975
☑ ENGR. ☐ COOR. ☐ GE ☐ ☐
☑ UPE ☐ GE ☐ RE ☐ RPE ☐

REMARKS

M APPROVAL DATES

2 1975

REGON DIVISION

-0 ur-

USCOMM DUSCOMM : C 44905-P61

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTM
BUREAU

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. August 25, 1975

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) St. Rd. 1W, S.W. Sheridan St. (Portland), S. 21 1.92 mi. 65	ADT	PRESENT 27,100	FUTURE 42,300 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Right of Way Purchase 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) U- 14 20	NUMBER 203 7	SEQ. NO (9)

CARD 4	CLASS OF FEDERAL FUNDS Urban Extension	COUNTY NAME Multnomah				CODE 051 (14) (16)	
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. P	FEDERAL-AID 9 (32)	STATE 1W (36)	U.S. -- (37) (41)		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	11½	41	42	43 46	52		(54) (58)	(60) (66)	(67) (70)			
5					**PE**		St. Rd. 1W, SW Sheridan St. (Portland), S. 1.92 mi.						R/W a phase locat
5					**ROW**			1.92	10,000	7,819	2,181		(Futu neces restr facil for v 11' 12' b
5					**CONST** (CODE)		"S.W. Sheridan St.-S.W. Slavin Road Section"						ROW Acces Pa Park Co
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	1.92	10,000 (16) (23)	7,819 (24) (30)	2,181		

REMARKS

1	14	PROGRAM APPROVAL DATES

SEP 2 1975
FHWA OREGON DIVISION

RECE
COUNTY & CITY S
- 1975
☑ ENGR. ☐ COOR. ☐ GE ☐ RE ☐ RPE ☐
☑ UPE ☐ GE ☐ RE ☐ U.

USCO

S.W. SHERIDAN ST.-S.W. SLAVIN ROAD (PORTLAND) SECTION

PROJECT NO. U-203(9)

acility: Variable 46' to 68' curbed roadway with median.

ections: N. End: 61' curbed roadway with 4' raised median.
S. End: 56' curbed roadway with 4' median.

ta: Work under this project consists of the acquisi- ght of way including incidental costs and relocation consisting of the moving of personal property for construction necessary to widen the existing facility odate variable four to five 11' travel lanes with an bus lane.

tion, Airports, Railroads, Water Developments, His- d Recreational Areas: None involved.

Requirements:

e Clearinghouse: Letter of approval dated September 1971, submitted previously under Project No. I-5-6(80)296.

rict 2 Clearinghouse: "Notice of Intent" was sent to trict 2 Clearinghouse on August 30, 1971, and has lain re the District Clearinghouse for more then 30 days out action, it is therefore assumed that no adverse iew or comments will be received.

2 Requirements: "Final Environmental Impact Statement" ed by the Regional Administrator and forwarded to CEQ 4, 1975 under Project No. I-5-6(-)296 West Portland Ride.

5 Requirements:

lic Hearings: Included in Location/design public ring for Project I-5-6(-)296 held on August 20, 1974.

b) Location/Design: Included in August 1, 1974 request for location/design approval on Project I-5-6(-)296.

Data for PR-37:

Relocation Assistance - - Moving Personal Property - - $100

Note: This project is in Congressional District No. 1.

S.W. SHERIDAN ST.-S.W. SLAVIN ROAD (PORTLAND) SECTION

PROJECT NO. U-203(9)

Existing Facility: Variable 46' to 68' curbed roadway with 4' raised median.

Adjacent Sections: N. End: 61' curbed roadway with 4' raised median.
S. End: 56' curbed roadway with 4' median.

Project Data: Work under this project consists of the acquisition of right of way including incidental costs and relocation assistance consisting of the moving of personal property for the future construction necessary to widen the existing facility to accommodate variable four to five 11' travel lanes with an exclusive bus lane.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements:

1) State Clearinghouse: Letter of approval dated September 16, 1971, submitted previously under Project No. I-5-6(80)296.

2) District 2 Clearinghouse: "Notice of Intent" was sent to District 2 Clearinghouse on August 30, 1971, and has lain before the District Clearinghouse for more then 30 days without action, it is therefore assumed that no adverse review or comments will be received.

FHPM 7-7-2 Requirements: "Final Environmental Impact Statement" was adopted by the Regional Administrator and forwarded to CEQ on July 14, 1975 under Project No. I-5-6(-)296 West Portland Park and Ride.

FHPM 7-7-5 Requirements:

a) Public Hearings: Included in Location/design public hearing for Project I-5-6(-)296 held on August 20, 1974.

b) Location/Design: Included in August 1, 1974
location/design approval on Project I-5-6(-)2

Data for PR-37:

Relocation Assistance - - Moving Personal Property

Note: This project is in Congressional District x8479

August 15, 1975

Ben | Send cc Klaboe Hunter Schroeder Potter Ventura 8-20-75

AUG 20 1975

FEDERAL AID

INVENTORY-NEED

REMARKS:

REFER TO / FOR: Info, Inves, R/D, D/R, Sign, Act, File

AUG 20 '75

NOTED E. S. HUNTER

Council on Environmental Quality
722 Jackson Place Northwest
Washington, D.C. 2006

Ladies and Gentlemen:

(r. 21-10-1

The Homestead Neighborhood Association, whose boundaries include the westside of Southwest Barbur Boulevard in Portland, Oregon, are very much opposed to the modification of this arterial for an express bus lane at this time.

8353

A review of the West Portland Park and Ride Final Environmental Impact Statement, discussions with Oregon State Highway personnel and TRI-MET officials have been conducted by the Homestead Neighborhood Assn. Our major objections to the establishment of the express bus lane which we understand will be constructed starting sometime this late fall, are as follows:

1. The exclusive bus lane which begins at the entrance of Southwest Slavan Road to Barbur Boulevard, only covers approximately 37 percent of the distance from the proposed West Portland Park and Ride station (at the intersection of Interstate 5, Capital Highway and Barbur Boulevard) to Southwest Sheridan Street (the edge of downtown Portland) and this at best will provide during normal traffic flow conditions only somewhere between one to one and a half minutes of shortened travel time for buses.

2. Revised signalization at Hamilton Street and Barbur Boulevard will greatly alter existing traffic flow which we feel will undoubtedly impede the present ease of vehicular flow at this intersection which is one of the three main entry and exit to University of Oregon Health Science Center and the U. S. Veterans Hospital complex that has approximately 5700 staff, employees and students.

3. Pedestrian crossings in the vicinity of the Neighborhood House (between Southwest Woods and Hooker Streets) will be extremely dangerous during express bus lane operation, particularly to children who attend special courses and participate in educational and social programs at that Establishment.

4. Congestion and vehicular departure problems could be compounded when the new YMCA facility is constructed at Southwest Barbur and Meade Street (scheduled for construction this fall).

5. The establishment of this exclusive bus lane restricts commercial activity and virtually negates further commercial development along Barbur Boulevard since "No Parking" restrictions will exist during bus lane operating hours.

6. This exclusive bus lane by virtue of its removal of another private vehicular lane will simply force more traffic to flow over Southwest Terwilliger Boulevard, which is a major scenic and recreational area in Portland. Terwilliger Boulevard also is a severely limited type of roadway with little possibility existing for widening without major construction costs and resulting destruction of its scenic attributes.

7. The eventual economics resulting from the selection and use of Barbur Boulevard for an express bus lane route appear absolutely wrong based upon information furnished to date. We have been informed that as ridership increases on express buses, justification will exist for extension of the exclusive lane along the remaining 63% of Barbur Boulevard to the Park and Ride station and that a cost reconnaissance study made indicates a $58,000,000 expenditure (furnished by Vern Butzer Public Information Officer Oregon State Highway Department June 26, 1975). This expenditure may be compared to a $22,000,000 cost estimate made in 1974 for modification of that portion of Interstate 5 freeway which virtually parallels Barbur Boulevard from the Park and Ride station to downtown Portland (furnished by Edward F. Wagner, Director of Department of Planning and Development TRI-MET on August 12, 1975).

Also of major concern to our Neighborhood Association beyond the specifics listed is the plain fact that at no point in time during the planning of this exclusive bus lane did the governmental agencies involved communicate with us. In reality, under the guise of the merits of Park and Ride a panacea for urban transit, we now find ourselves faced with a bulldozer approach towards establishing an express bus lane so in essence the State of Oregon, the City of Portland and TRI-MET can say we have one.

For the above reasons, we respectfully request that activity be halted on the express bus lane until a thorough review be made and the above specific items, plus the impact on our neighborhood, be addressed to in the Environmental Impact Statement.

This, however, does not mean we wish to halt the West Portland Park and Ride station construction, but rather we do not agree that enthusiasm for the concept of Park and Ride to further mass transit should be followed so blindly. We simply are convinced the approach advocated in the form of this partial express bus lane does not indicate a well planned, sound economic or desirable solution to the need.

The contents of this letter were read at the regular meeting of the Homestead Neighborhood Association on August 12, 1975. A resolution adopting our position and directing me to submit this formal protest was passed unanimously by members of the Association.

Dick Chamberlin

Dick Chamberlin - Chairperson Planning Committee
Homestead Neighborhood Assn.
4100 S.W. 6th Ave. Dr.
Portland, Oregon 97201
Telephone Numbers 222-6171 (Res.) 242-6668 (Bus.)

cc: Larry Rulien
Project Management Engineer
Oregon State Highway Division
207 Highway Building
Salem, Oregon 97310

Vern Butzer
Metro Project Information Officer
Oregon State Highway Division
5821 N.E. Glisan
Portland, Oregon 97213

Edward F. Wagner
Director, Department of Planning and Development
TRI-MET
Pacific Building
520 S.W. Yamhill Street
Portland, Oregon 97204

8489

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

527 S. W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646

LARRY RICE, EXECUTIVE DIRECTOR

REGULAR MEMBERS

CLACKAMAS COUNTY
- Barlow
- Canby
- Estacada
- Gladstone
- Happy Valley
- Johnson City
- Lake Oswego
- Milwaukie
- Molalla
- Oregon City
- Rivergrove
- Sandy
- West Linn
- Wilsonville

MULTNOMAH COUNTY
- Fairview
- Gresham
- Maywood Park
- Portland
- Troutdale
- Wood Village

WASHINGTON COUNTY
- Banks
- Beaverton
- Cornelius
- Durham
- Forest Grove
- Gaston
- Hillsboro
- King City
- North Plains
- Sherwood
- Tigard
- Tualatin

ASSOCIATE MEMBERS

CLARK COUNTY
- Camas
- Vancouver

Columbia City
Scappoose
St. Helens
The Port of Portland
Tri-Met
The State of Oregon

July 28, 1975

RECEIVED
STATE HWY. ENGR.
JUL 30 '75
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

Klaboe - approp. ac.
cy: Royer
Bothman
crag Bd file
7-30

Mr. George Baldwin, Director
Oregon Dept. of Transportation
Highway Building
Salem, OR 97310

NOTED
F. B. KLABOE

Dear Mr. Baldwin:

The CRAG Transportation Improvement Program Discussion Draft (TIP) identified three projects for implementation in FY 76 which will require a transfer of funds. Each project is on the Urban Extension system, and will require funding from the Urban System monies allocated to this region.

The three projects, and the FAUS funds identified for them in the TIP, are as follows:

1. Barbur Blvd. Transit Lane - $350,000 (City of Portland)
2. Sunset Transit Corridor Study - $290,000 (Regional)
3. Banfield Transit Corridor Study - $490,000 (Regional)

The first project is scheduled for approval by the adoption of the TIP by the CRAG Board in August, 1975. The second and third projects are scheduled for approval by the Board on July 31, 1975.

Approval of these projects by the Board for FAUS funds will be your authority to request that the necessary fund transfers be made. Public Law 94-30 removed, until September 30, 1975, any limits on such transfers, so that there should be no obstacle to the funding of these projects.

8-1-75
ORIGINAL TO
L. W. Rulien

This letter is advance notification of the region's need for such transfers before September 30, 1975, the expiration date of PL 94-30. In order to meet this deadline, I would appreciate your taking whatever steps toward the transfer that may be taken in advance, so that the necessary papers will be ready for approval immediately upon Board action.

Hunter - Please have Rulien act.

Please call me if there is any question regarding this matter. A copy of a letter from Mayor Goldschmidt regarding the Barbur Blvd. project is attached.

Sincerely,

Richard Etherington

Richard Etherington
Transportation Director

kt
enclosure
cc: Mayor Goldschmidt

RECEIVED
JUL 30 1975
OFFICE
DIRECTOR of TRANSPORTATION

OREGON

OFFICE OF
THE MAYOR
NEIL GOLDSCHMIDT
MAYOR

1220 S. W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4120

RECEIVED
JUL 16 1975
ASSOC. OF GOVERNMENTS

July 14, 1975

GEO. Do we need to write project agree. to cover P.E., R/W & Const. for advance deposits etc.?

Larry Rice, Executive Director
Columbia Region Association of Governments
527 S.W. Hall Street
University Center Building
Portland, OR 97201

Dear Mr. Rice:

As you are aware, the Barbur Boulevard transit lane project is scheduled for implementation later this year. The project is part of the CRAG draft Transportation Improvement Program and the City of Portland has concurred with the project by providing sufficient funds within the City's Capital Improvement Program to meet the 11% local match.

Yes, we need an Agreement.

As presently proposed, the Barbur project is estimated to require approximately $350,000 in total cost. Of this amount, 78%, or $273,000, will be federal funds, with the remaining funds being provided by the Oregon Department of Transportation and the City of Portland.

Since Barbur Boulevard is designated as an Urban Extension highway, the proposed federal funding must be derived from federal Urban Extension funds. However, as those funds are severely limited within the state, it is necessary to implement a transfer of Federal Aid Urban System funds to the Urban Extension category in accordance with U.S.C. Title 23; Section 104(c) and 104(d).

In process.

Therefore, pursuant to this transfer purpose, I hereby request on behalf of the City of Portland that the Columbia Region Association of Governments take steps necessary to request of the U.S. Secretary of Transportation, through the Governor of the State of Oregon, that federal funds required for the Barbur Boulevard transit lane project be transferred from Federal Aid Urban to Urban Extension.

Your assistance in this matter is appreciated.

Sincerely,

Neil Goldschmidt
Mayor

NOTED

DW:pa

8-84 1

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 5, 1975

In reply refer to: 1041EC.2

SUBJECT: Oregon Project U-203(9)
SW. Sheridan St.-SW. Slavin Road Section

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have reviewed your May 21 program submittal for the subject project and do not wish to approve the program at this time.

We feel this project is integrally related to I-5-6(80)296-8353 West Portland Park and Ride and although we have agreed to proceed with implementation as two projects for construction purposes the route selection and preliminary operation plan are as a total package and cannot be separated from an environmental standpoint. The EIS for the West Portland Park and Ride project discusses route alternatives, selections and impacts and that route data was part of the package presented at the public hearing and is part of a "major action" project. This must be reflected on the support data for this subject project.

NOTED
E. S. HUNTER 6-11-75
cc Bothman
(letter only)

We are returning the subject program without action.

NOTED
L. JOHNS

G. L. Green

cc:
OSHD (Rulien)
OSHD (R/W Section)

RECEIVED
STATE HWY ENGR
JUN 10 '75
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

RECEIVED
JUN 11 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8-19

P

~~PRO 6-2~~

Robert W. Straub
XXXXXXXXXXX

May 21, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. U-203(9)

We are submitting program data for one right-of-way project, Item No. 193, Project No. U-203(9), "S.W. Sheridan Street-S.W. Slavin Road Section", which we desire to have included in the Federal Aid Urban Extension Highway Program.

We request your concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, para. 10e.

We further request concurrent with approval of the program authorization to proceed with all phases of right-of-way acquisition including incidentals and the moving of personal property. The right-of-way to be acquired is as outlined in red on the enclosed sketch map.

Relocation assistance consists of the moving of personal property from an old garage and no displacement of individuals, families or businesses is involved. Therefore, assurance regarding the availability of adequate replacement housing is not required.

CL:ljt

Att.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

FORM PR-1
(REV. 4-61)

May 21, 1975

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces) (20) 21 … 65	**ADT**	PRESENT	FUTURE (66) … (70)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2) (3)	APPN CODE (4) (9)	ITEM NO. (14) (1
St. Rd. 1W, S.W. Sheridan St. (Portland), S. 1.92 mi.		27,100	42,300	95	10	Oregon	41	032	193

ROPOSED WORK (35 typewriter … 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 … 23	NUMBER 7	SEQ. NO. … 13	I. Projects Only POST MI. (24) (26)	DESIG. 27
ay Purchase						A-1		U-	203	(9)		

AL FUNDS: Urban Extension

COUNTY NAME: Multnomah — CODE 051 (14) (16)

PROGRAM STAGE ☐ 1 OR ☒ 2

REA: Portland 025

ROUTE NO. P — FEDERAL-AID 9 (32) — STATE 1W (36) (37) — U.S. -- (41)

ESTIMATED PROJECT COST BY PHASES

CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (78)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		St. Rd. 1W, SW Sheridan St. (Portland), S. 1.92 mi.						R/W acquisition all phases including relocation assistance.
4	**ROW**	3		1.92	10,000	7,819	2,181		(Future construction necessary to widen & restripe the existing facility to provide for variable 4 to 5 11' travel lanes w/ 12' bus lanes.)
	CONST (CODE)		"S.W. Sheridan St.- S.W. Slavin Road Section"						ROW - 80' min.; Access Control- Partial Parking Restrictions- Complete.
PARED BY			PROJECT TOTALS	1.92	10,000 (18) (23)	7,819 (24) (33)	2,181		

GRAM APPROVAL DATES

REMARKS

A OREGON DIVISION

-OVER-

USC … DUSC COMM-DC 48008-P61

Budget Bureau No. 41-R2067; Approval

U.S. DEPART
BUREA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

May 21, 1975

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STAT CODE
	1	St. Rd. 1W, S.W. Sheridan St. (Portland), S. 1.92 mi.		27,100	42,300	95	10	Oregon	41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. N
	Rightof-Way Purchase						A-1		U-	203	(9)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
	Urban Extension	Multnomah	051

NAME OF URBAN AREA		ROUTE NO.	FEDERAL-AID	STATE	U.S.
Portland	025	P	9	1W	--

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
5					PE		St. Rd. 1W, SW Sheridan St. (Portland), S. 1.92 mi.						R/W a phase locat
5 (	20			4	ROW	3		1.92	10,000	7,819	2,181		(Futu neces restr facil for v 11' t 12' b
5					CONST (CODE)		"S.W. Sheridan St.- S.W. Slavin Road Section"						ROW - Acces Par Pirki Co

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.92	10,000	7,819	2,181	

1	14	PROGRAM APPROVAL DATES	REMARKS

FHWA OREGON DIVISION

S.W. Sheridan St. (Portland)-S.W. Slavin Road Section
Project No. U-203(9)

xisting Facility: Variable 46' to 68' curbed roadway with 4' raised median.

djacent Sections: N. End---61' curbed roadway with 4' raised median.
S. End---56' curbed roadway with 4' median.

roject Data: Work under this project consists of the acquisition of right-of-way including incidental costs and relocation assistance consisting of the moving of personal property for the future construction necessary to widen the existing facility to accommodate variable four to five 11' travel lanes with an exclusive center bus lane.

ystem Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

M 50-1-70 Requirements: Exempt from State and District 2 Clearinghouse A-95 review under working agreements.

HPM 7-7-2 Requirements: Nonmajor action project.

HPM 7-7-5 Requirements: a. Public Hearings---Not required under Oregon Action Plan as this is a Category 3 project needing a nonsignificant amount of additional right-of-way.

b. Location/Design---Not a factor in the development of this project.

ata for PR-37: Relocation Assistance---Moving of personal property $100.00

OTE: This project is in Congressional District No. 1.

S.W. Sheridan St. (Portland)-S.W. Slavin Road Section
Project No. U-203(9)

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System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: Exempt from State and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project.

FHPM 7-7-5 Requirements: a. Public Hearings---Not required under Oregon Action Plan as this is a Category 3 project needing a nonsignific amount of additional right-of-way.

b. Location/Design---Not a factor in the development of this project.

Data for PR-37: Relocation Assistance---Moving of personal property $100.00

NOTE: This project is in Congressional District No. 1.

8479

1859

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

May 13, 1975

Mr. Leonard Bergstein
Adm. Ass't.-Governmental Affairs
Office of the Governor
Room 207 State Capitol
Salem, OR 97310

Dear Len:

You recently asked whether there are any plans to use the new "RESTRICTED LANE AHEAD" sign in the Portland area.

The Highway Division intends to use this new sign on the proposed high-occupancy vehicle lanes on the Banfield Freeway. It will probably also be used on the exclusive bus lanes proposed for Barbur Boulevard.

Con 2-1-2 Banfield

Since this sign has been officially added to the Manual On Uniform Traffic Control Devices, it will be used on all preferential highway lanes in Oregon.

Sincerely,

George M. Baldwin
Director of Transportation

TL:pb:jv

bc: Sam Haley
F. B. Klaboe
A. E. Johnson
R. L. Schroeder
L. E. George
Robert N. Bothman

NOTED F. B. KLABOE

RECEIVED
STATE HWY ENGR.
MAY 13 '75
REFER TO
FOR
Info Inves R/D D.F. Sig Act File

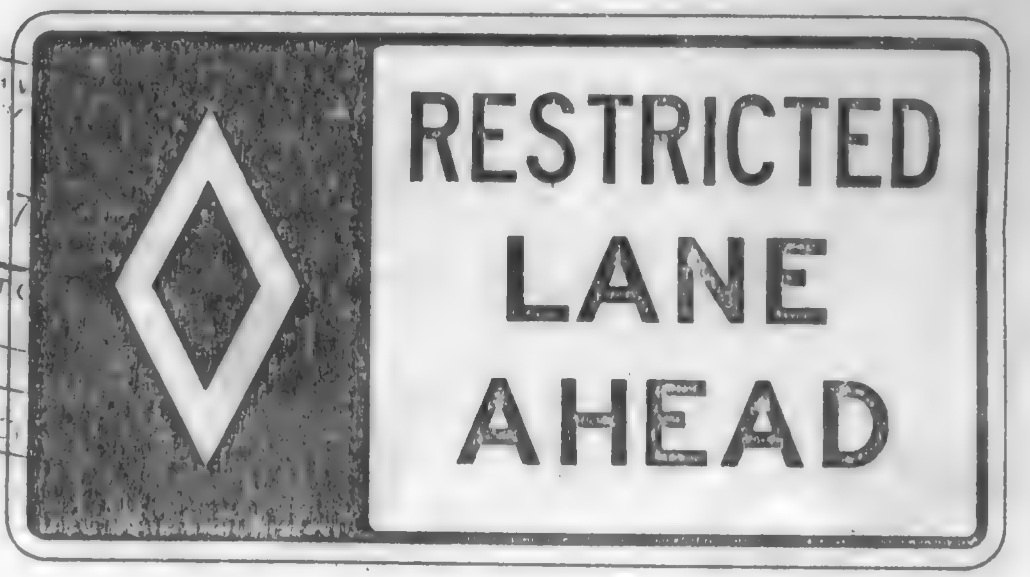
DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

STATE
MAY 6 7
REFER TO
FOR
Info Inves R/O O.E



FOR RELEASE FRIDAY
April 25, 1975

FHWA 40-75
(202) 426-0677

Increasing importance of multioccupancy commuter transportation vehicles such as buses and carpools as a means of energy conservation and the growing efforts to construct and designate preferential urban highway lanes to promote the use of such vehicles has created the need for a unique pavement marking symbol and regulatory signs.

In recognition of this need, the National Advisory Committee on Uniform Traffic Control Devices recently met and, after careful study of this problem, recommended new standards for preferential lane markings and regulatory signs. These new markings and signs have now been approved for State and local highway agency use by the U.S. Department of Transportation's Federal Highway Administration (FHWA).

The new pavement marking consists of an elongated diamond shape figure approximately 2-1/2 feet wide and 12 feet long, formed by 6-inch wide white lines. This diamond shape appears as a symbol on the signs used to mark these special lanes. These signs may either be ground-mounted and/or mounted overhead directly over the center of the reserved lane.

To reflect these new standards, the FHWA has issued appropriate revisions for Parts II and III of the Manual on Uniform Traffic Control Devices (1971 edition).

Interested traffic authorities, trade associations, commuter organizations, or industry groups involved in the fabrication, installation and maintenance of traffic control signs may obtain detailed drawings, dimensional data, and information on location and spacing of these signs by contacting FHWA's Office of Traffic Operations, Traffic Controls System Division (HTO-21), Washington, D.C., 20590, or by calling area code (202) 426-0411.

56898

# # #

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

Official Business

PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
FEDERAL HIGHWAY
ADMINISTRATION
DOT 512

FIRST CLASS

U.S.MAIL

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
April 14, 1975

FILE:

FROM: R. N. BOTHMAN B
Metropolitan Engineer

SUBJECT: INTER-DISCIPLINARY TEAM I MEETING
April 9, 1975

TO: MEMO TO THE FILE

All members of the team were present including Boyd, Potter and Versteeg. In addition, present were Stodemeyer, Unrein and Klotz.

Status on the following projects was reviewed:

CON 16 I-205 E.I.S.

1. I-205 Comments will be received until April 18th at which time the transcript of the hearing will be completed. Hal Versteeg will provide the study report and will request information from Metro as required. Considerable discussion evolved on the function of the staff in evaluating and proceeding to a conclusion for this project. The team designated Bothman to address correspondence to Klaboe to define the staff process including determination of action required on the environmental impact statement, determination of re-design elements including time restraints, determination of construction costs for alternatives, evaluation of hearing and E.I.S. comments, and evaluation of the City's informal proposals. Consensus was that a process should be established to evaluate the above at a staff level for presentation of recommendations to the administration.

CON 16 E. I-5 SP.

2. Jantzen Beach - Pacific East Undercrossing. Versteeg advised that the Planning Section is preparing a report comparing six versus eight lanes. Action is pending this report. Versteeg, upon receipt of the report will determine either a six lane or eight lane facility.

CON 21-2 x Banfield

3. Banfield HOV lanes. The schedule was discussed including completion of the Negative Declaration, April 10th; hearing, May 13th; contract, June 19th. Bothman should proceed to get the necessary administrative approvals to advance this project on the hearing schedule, environmental schedule, design schedule and construction schedule.

CON 16 Col. R(14)

4. 181st - Sandy River Section. Klotz advised that the work on the preliminary engineering on this project should be completed July 1st. Versteeg advised that at this point it would be best to conclude the preliminary engineering, but not proceed with final design. The project will be submitted to Versteeg as a preliminary engineering project, and shelved until a priority is set to proceed with final design.

RECEIVED
pla 8 APR 15 1975
Office of [illegible] Highway Engineer

5. Barbur Bus Lane. Bothman explained that the Barbur Bus Lane will be separated upon approval of the West Portland proposal, with construction in September, 1975. This will require a signal design and right-of-way acquisition.

NOTED
R. L. [illegible]

Inter-Disciplinary Team Meeting
April 9, 1975
Page 2

8-1
P-1a DP.

6. West Portland Park and Ride. Bothman advised that this project is currently scheduled for construction in February, 1976, and is proceeding according to schedule.

CON 16
I-505

7. I-505. Potter advised that this project has been shelved until late 1975. Bothman expressed concern as to previous commitments to proceed with a design hearing in September, within one month of the previously anticipated approval, which approval is subject to completion of the final draft for the location determination. Bothman advised that it's been eighteen months since the hearing and the final draft approval for the location is required within the next eighteen months in order to utilize the draft statement in accordance with federal regulations. Also, Bothman advised that the City has requested expediting of this project. One recommendation of the team is to hire CH2M Hill to complete the draft statement, which could be done by them in about three months at a cost of about $100,000.00. It was recommended that a request to this effect be initiated by Bothman to Schroeder. Completion of the draft by the Highway staff is at least one year off.

CON 9-1-2

9. FAUS Projects. Dick Unrein presented a status report on these projects which seem to be flying, although expressing some doubt as to ability to expedite the program. Unrein advised that an A-95 will be required as well as a negative declaration on the Columbia Blvd. job, likewise with the Hawthorne Bridge job. A memo to establish preliminary engineering is required, agreements, assessments, etc. It is my feeling that a red flag was waived by Unrein.

pq

cc	J. H. Versteeg	L. W. Rulien
	Gary Potter	E. S. Hunter
	J. B. Boyd	R. L. Schroeder
		H. S. Coulter

8490 S.W. Main St. @ S.W. Scoffins Is.
St. (Tigard) Sec.
(Traffic signal installation)

C & A 5998 2-18-77

8490

May 8, 1978

Seaboard Surety Company
Seattle-First National Bank Bldg.
1001 - 4th Avenue
Seattle, WA 98154

Gentlemen:

On April 26, 1978, we wrote to you concerning release of final payment on Contract No. 8490 awarded to L. K. Comstock & Co., Inc. for traffic signal installation on S.W. Main St. at S.W. Scoffins St. in the City of Tigard, Washington County.

Final payment on this contract is $1,330.25 and the total contract amount is $28,302.38 including $1,090.33 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: L. K. Comstock & Co., Inc.
136 West 9th
Albany, OR 97321

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
E. L. Hardt

8 & 9

S. W. Main St. & S. W. Scoffins St. (Tigard) Section

Washington County

Traffic Signal ;Installation

Narrative Report

This contract was awarded on March 11, 1977 to L. K. Comstock & Co., I
on a low bid of $27,944.00

Work on the project started on August 16 and continued until completio
on September 20. Fine tuning and adjusting the controller to meet Tigard's specifications took several weeks to complete and the signals were finally put into operation of October 20, 1977.

Outside of the complications in getting the controller to function properly, this project presented no problems.

The contractor was late in ordering the signal equipment and this resulted in an overrun of two (2) calendar days. A request for extension of time was submitted but this was denied, resulting in a total penalty of $100.00

RECEIVED
TECHNICAL SERVICES
FEB 22 '78
REFER TO
FOR
Info Invest R/D D/R Sign Act File

SHEET 1

STATEMENT OF OVERRUNS AND UNDERRUNS
S W MAIN ST. @ S W SCOFFINS ST. (TIGARD)
TRAFFIC SIGNAL INSTALLATION
CONTRACT NO. 5430

ITEM	ORIGINAL AMOUNT	SEMI-FINAL ESTIMATE	PERCENT + OR -
CONTRACT BID ITEMS	$27,944.00	$27,311.60	-2.26
CONTINGENCIES	1,257.48	-	-
EXTRA WORK ORDER	-	1,090.33	-
ENGINEERING	2,794.40	2,654.32	-5.01
LIQUIDATED DAMAGES (2 DAYS @ $50.00/DAY)	-	-100.00	-
TOTAL CONTRACT COSTS	$31,995.88	$30,956.25	-3.25

OVERRUNS AND UNDERRUNS
CONTRACT NO. 8490

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + OR -
1	TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	100%	100%	0
2	TEMPORARY SIGNS THE SAME SIGNS WERE USED IN SEVERAL DIFFERENT LOCATIONS AND THE WORK WAS USUALLY CONCENTRATED AT ONE SPOT WHICH KEPT THE NUMBER OF SIGNS TO AN ABSOLUTE MINIMUM.	SQ FT.	160	102.3	-35.8
3	FLAGMEN THERE WAS VERY LITTLE INTERFERENCE WITH THE TRAFFIC AND MOST OF THE WORK WAS OFF THE STREETS WHICH GREATLY REDUCED THE FLAGGING.	HR.	40	15	-62.5
4	TRAFFIC SIGNAL INSTALLATION	LUMP SUM	100%	100%	0
	LIQUIDATED DAMAGES TWO EXTRA DAYS WERE REQUIRED TO COMPLETE THE PROJECT DUE TO LATE DELIVERY OF SIGNAL EQUIPMENT.	CAL. DAY	180	182	+1.1
	ENGINEERING MOST OF THE CONSTRUCTION WORK TOOK PLACE WITHIN THREE WEEKS AND ONCE THE JOB STARTED, IT WAS CONTINUED UNTIL COMPLETION.		$2,794.40	2,654.32	-5.0
	CONTINGENCIES		$1,257.48	0	-100

8490

November 7, 1977

L. K. Comstock and Company, Inc.
Post Office Box 577
Albany, OR   97321

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8490 for work on S.W. Main St. @ S.W. Scoffins St. (Tigard) in Washington County.

Careful consideration was given to the reasons you submitted. In light of the available facts, this extension is denied. Our records show that contract work was still being performed on Monday, September 19. Some 36 days of contract time elapsed before the pole drawings were first received by the State. The fact they then had to be resubmitted would not seem to be a valid reason for extension.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
E. L. Hardt
Robert Church
Enrique Rodriguez
Richard Hacek

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8490

Salem, Oregon

October 27, 1977

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: S.W. Main St. @ S.W. Scoffins St. (Tigard)
Contract No. 8490
Request for Time Extension

L. K. Comstock and Company, Inc. request a two-day extension of this contract time because of alleged delay in getting State approval of pole drawings plus an alleged late delay over a weekend before the State would allow the completed signals to be turned on.

This contract covered a signal installation and Payless, Inc. pays all costs. The specifications did not include a pole list with a choice of catalog poles from known manufacturers. I find we are again in the process of revising our pole designs and a number of contracts are out with no catalog pole lists. I understand a revised AASHTO specification has caused this design revision and a round of new approvals of manufacturers' products before they can be cataloged.

This was a comparatively small and simple (four poles) signal project. The contract amount is only $26,224. Thirty-six days elapsed from the start of the contract time count until the first pole detail drawings were received from the contractor. These were rejected within 13 days and then another 26 days elapsed before new drawings were resubmitted. These were then approved within 22 days. Fifty-eight percent of the contract time had elapsed at that point. It seems very inefficient to have a contracting system that can use up this much time deciding what is to be built. However, the fact that the drawings had to be submitted a second time is not the State's fault and a majority of this time was used up by the suppliers in just providing drawings. Contrary to the contractor's statement about the turn-on delay, the Resident Engineer reports (and it is confirmed by the Weekly Report on the project) that the contractor was still installing components the day before the September 20 completion date.

I therefore concur in the field recommendations that the request be denied. Only two days liquidated damages accrued at $50 per day. I do believe this project again points out that we have a cumbersome, inefficient procedure for building small signal projects.

This was a State project. A rough draft letter to the contractor is attached.

JAB:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
OCT 31 '77
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

[illegible] (Rev. [illegible])

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
in
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 27, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 182 days, within which to complete our Contract No. 8490, without the assessment of liquidated damages. The said contract is described as follows:

Traffic Signal @ SW Main St. @ SW Scoffins St., Tigard, OR

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Refer to Attachment 1A

Respectfully submitted,

L.K. Comstock & Co., Inc.
Contractor

By Lyle Speer
Lyle Speer Coordinator

CONSENT OF SURETY

Date October 3, 1977

We, SEABOARD SURETY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Eleanor Doudera
ELEANOR DOUDERA Attorney-in-fact

Resident Agent

(SEAL)

RECEIVED
L. K. COMSTOCK CO.
OCT 5 1977

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays in Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8490 Contractor L. K. COMSTOCK & COMPANY, INC.

Highway CITY STREETS, TIGARD

Section S. W. MAIN ST. & S. W. SCOFFINS ST.

Kind of Work TRAFFIC SIGNAL INSTALLATION

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or ~~GRANTED~~. The reasons for such recommendation are as follows:

Recommend that the extension of contract time be denied. Time was stopped promptly when contract work was complete. No excessive delay by State in responding to pole drawings.

Recommended for Approval:

Regional Engineer

Construction Engineer or ~~Bridge Engineer~~

H S Coulter
State Highway Engineer

Contract No. 8490

Project designation STATE
State-Federal

Date awarded MARCH 11, 1977

Work started AUGUST 16, 1977

Per cent completed 99+, SEPT. 20, 1977
Date

No. of Workdays Allowed 180

No. of Workdays Used 182

No. of Added Workdays Requested 2

SP*67865-734

STATE OF NEW YORK
COUNTY OF Nassau } ss.:

On the 3 day of Oct. in the year 1977 before me personally came ELEANOR DOUDERA, to me known, who, being by me duly sworn, did depose and say that he resides in LI, Ny. N. Y.; that he is the Attorney-in-Fact of the SEABOARD SURETY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order; and the affiant did further depose and say that the Superintendent of Insurance of the State of New York, has, pursuant to Section 327 of the Insurance Law of the State of New York, issued to Seaboard Surety Company his certificate of qualification, evidencing the qualification of said Company and its sufficiency under any law of the State of New York as surety and guarantor, and the propriety of accepting and approving it as such; and that such certificate has not been revoked.

RITA SAGISTANO
Notary Public, State of New York
No. 30-4606271
Qualified in Nassau County
Commission Expires March 30, 1979

Rita Sagistano
Notary Public

Form 860

SEABOARD SURETY COMPANY

HOME OFFICE: NEW YORK, N.Y.

FINANCIAL STATEMENT—DECEMBER 31, 1976

ASSETS	
*Stocks and Bonds	$65,669,937.22
Cash in Office & Banks	3,308,731.09
Accrued Interest & Dividends	521,600.28
Outstanding Premiums	1,884,279.01
Accounts Receivable	122,384.73
Total Admitted Assets	$71,506,932.33

LIABILITIES	
Reserve for Unearned Premiums	$14,526,546.00
Claim Reserves	8,793,658.00
Other Reserves	10,675,922.63
Capital Stock	2,500,000.00
Surplus	35,010,805.70
Total Liabilities	$71,506,932.33

* Bonds and stocks are valued on basis approved by National Association of Insurance Commissioners.
Securities carried at $3,451,411.00 in the above statement are deposited for the purpose required by law.

STATE OF NEW YORK }
COUNTY OF NEW YORK } ss.:

I, R. P. SCAGLIONE, President of SEABOARD SURETY COMPANY, do hereby certify that the foregoing is a full, true and correct copy of the Financial Statement of said Company, as of December 31, 1976.

IN WITNESS WHEREOF, I have signed this statement at New York, New York, this 3 day of Oct., 1977

1927

R P Scaglione
President

Form 157

Certified Copy

SEABOARD SURETY COMPANY

HOME OFFICE

No. 7922

NEW YORK, NEW YORK

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That SEABOARD SURETY COMPANY, a corporation of the State of New York, has made, constituted and appointed and by these presents does make, constitute and appoint Eleanor Doudera or Richard F. Ferrucci or James F. Joyce or William F. Mullen, Jr. or Edward F. Munson or Wm. R. Towne, II or Frances Barba--------------

of Garden City, New York
its true and lawful Attorney-in-Fact, to make, execute and deliver on its behalf insurance policies, surety bonds, undertakings and other instruments of similar nature as follows: Without Limitations

Such insurance policies, surety bonds, undertakings and instruments for said purposes, when duly executed by the aforesaid Attorney-in-Fact, shall be binding upon the said Company as fully and to the same extent as if signed by the duly authorized officers of the Company and sealed with its corporate seal; and all the acts of said Attorney-in-Fact, pursuant to the authority hereby given, are hereby ratified and confirmed.

This appointment is made pursuant to the following By-Laws which were duly adopted by the Board of Directors of the said Company on December 8th, 1927, and are still in full force and effect:

ARTICLE VIII, SECTION 1:

"Policies, bonds, recognizances, stipulations, consents of surety, underwriting undertakings and instruments relating thereto. Insurance policies, bonds, recognizances, stipulations, consents of surety and underwriting undertakings of the Company, and releases, agreements and other writings relating in any way thereto or to any claim or loss thereunder, shall be signed in the name and on behalf of the Company

(a) by the Chairman of the Board, the President, a Vice President or a Resident Vice President and by the Secretary, an Assistant Secretary, a Resident Secretary or a Resident Assistant Secretary; or

(b) by an Attorney-in-Fact for the Company appointed and authorized by the Chairman of the Board, the President or a Vice President to make such signature; or

(c) by such other officers or representatives as the Board may from time to time determine.

The seal of the Company shall if appropriate be affixed thereto by any such officer, Attorney-in-Fact or representative."

IN WITNESS WHEREOF, SEABOARD SURETY COMPANY has caused these presents to be signed by one of its Vice-Presidents, and its corporate seal to be hereunto affixed and duly attested by one of its Assistant Secretaries, this 9th day of August, 1976

Attest:

SEABOARD SURETY COMPANY,

By R. T. Gundersen
Vice-President

(Seal) Karen Hayes
Assistant Secretary

STATE OF NEW YORK } ss.:
COUNTY OF NEW YORK }

On this 9th day of August, 1976, before me personally appeared R. T. Gundersen a Vice-President of SEABOARD SURETY COMPANY, with whom I am personally acquainted, who, being by me duly sworn, said that he resides in the State of New York; that he is a Vice-President of SEABOARD SURETY COMPANY, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of the said Company; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Company; and that he signed his name thereto as Vice-President of said Company by like authority.

(Seal)
State of New York
No. 41-7493475 Qualified in Queens County
Certificate filed in New York County
Commission Expires March 30, 1978

Anita J. Leonard
Notary Public

CERTIFICATE

I, the undersigned Assistant Secretary of SEABOARD SURETY COMPANY do hereby certify that the original Power of Attorney of which the foregoing is a full, true and correct copy, is in full force and effect on the date of this Certificate and I do further certify that the Vice President who executed the said Power of Attorney was one of the Officers authorized by the Board of Directors to appoint an attorney-in-fact as provided in Article VIII, Section 1, of the By-Laws of SEABOARD SURETY COMPANY.

This Certificate may be signed and sealed by facsimile under and by authority of the following resolution of the Board of Directors of SEABOARD SURETY COMPANY at a meeting duly called and held on the 25th day of March 1970.

"RESOLVED: (2) That the use of a printed facsimile of the corporate seal of the company and of the signature of an Assistant Secretary on any certification of the correctness of a copy of an instrument executed by the President or a Vice-President pursuant to Article VIII, Section 1, of the By-Laws appointing and authorizing an attorney-in-fact to sign in the name and on behalf of the company surety bonds, underwriting undertakings or other instruments described in said Article VIII, Section 1, with like effect as if such seal and such signature had been manually affixed and made, hereby is authorized and approved."

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Company to constitute and appoint Eleanor Doudera or Richard F. Ferrucci or James F. Joyce or William F. Mullen, Jr. or Edward F. Munson or Wm. R. Towne, II or Frances Barba-------------

of Garden City, New York
its true and lawful Attorney-in-Fact, to make, execute and deliver on its behalf insurance policies, surety bonds, undertakings and other instruments of similar nature as follows: Without Limitations

Such insurance policies, surety bonds, undertakings and instruments for said purposes, when duly executed by the aforesaid Attorney-in-Fact, shall be binding upon the said Company as fully and to the same extent as if signed by the duly authorized officers of the Company and sealed with its corporate seal; and all the acts of said Attorney-in-Fact, pursuant to the authority hereby given, are hereby ratified and confirmed.

This appointment is made pursuant to the following By-Laws which were duly adopted by the Board of Directors of the said Company on December 8th, 1927, and are still in full force and effect:

ARTICLE VIII, SECTION 1:

"Policies, bonds, recognizances, stipulations. consents of surety, underwriting undertakings and instruments relating thereto. Insurance policies, bonds, recognizances, stipulations, consents of surety and underwriting undertakings of the Company, and releases, agreements and other writings relating in any way thereto or to any claim or loss thereunder, shall be signed in the name and on behalf of the Company

(a) by the Chairman of the Board, the President, a Vice President or a Resident Vice President and by the Secretary, an Assistant Secretary, a Resident Secretary or a Resident Assistant Secretary; or

(b) by an Attorney-in-Fact for the Company appointed and authorized by the Chairman of the Board, the President or a Vice President to make such signature; or

(c) by such other officers or representatives as the Board may from time to time determine.

The seal of the Company shall if appropriate be affixed thereto by any such officer, Attorney-in-Fact or representative."

IN WITNESS WHEREOF, SEABOARD SURETY COMPANY has caused these presents to be signed by one of its Vice-Presidents, and its corporate seal to be hereunto affixed and duly attested by one of its Assistant Secretaries, this 9th day of August, 1976.

Attest:

SEABOARD SURETY COMPANY,

By R. T. Gundersen
Vice-President

(Seal) Karen Hayes
Assistant Secretary

STATE OF NEW YORK
COUNTY OF NEW YORK } ss.:

On this 9th day of August, 1976, before me personally appeared R. T. Gundersen a Vice-President of SEABOARD SURETY COMPANY, with whom I am personally acquainted, who, being by me duly sworn, said that he resides in the State of New York; that he is a Vice-President of SEABOARD SURETY COMPANY, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of the said Company; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Company; and that he signed his name thereto as Vice-President of said Company by like authority.

State of New York
No. 41-7493475 Qualified in Queens County
Certificate filed in New York County
(Seal) Commission Expires March 30, 1978

Anita J. Leonard
Notary Public

CERTIFICATE

I, the undersigned Assistant Secretary of SEABOARD SURETY COMPANY do hereby certify that the original Power of Attorney of which the foregoing is a full, true and correct copy, is in full force and effect on the date of this Certificate and I do further certify that the Vice President who executed the said Power of Attorney was one of the Officers authorized by the Board of Directors to appoint an attorney-in-fact as provided in Article VIII, Section 1, of the By-Laws of SEABOARD SURETY COMPANY.

This Certificate may be signed and sealed by facsimile under and by authority of the following resolution of the Board of Directors of SEABOARD SURETY COMPANY at a meeting duly called and held on the 25th day of March 1970.

"RESOLVED: (2) That the use of a printed facsimile of the corporate seal of the company and of the signature of an Assistant Secretary on any certification of the correctness of a copy of an instrument executed by the President or a Vice-President pursuant to Article VIII, Section 1, of the By-Laws appointing and authorizing an attorney-in-fact to sign in the name and on behalf of the company surety bonds, underwriting undertakings or other instruments described in said Article VIII, Section 1, with like effect as if such seal and such signature had been manually affixed and made, hereby is authorized and approved."

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Company to these presents this 3 day of Oct., 1977

1927

Linda Morra
Assistant Secretary

Form 957 (Rev. 6-74)

L. K. Comstock & Company, inc. ENGINEERING AND CONSTRUCTION

136 WEST NINTH AVENUE
P. O. BOX 877
ALBANY, OREGON 97321
(503)926-2272

September 27, 1977

O S H D
2131 SW Scholls Ferry Rd.
Portland, OR 97223

Attachment 1A

Re: LKC Contract #6020076
Contract Extension Request

Attn: H. Rodriguez

I am requesting a contract extension for the following reasons:

1) On 4-28-77 we met and discussed the urgency of approving the submittals for subject project. Our first submittal was returned for correction on 5-11-77. We resubmitted on 6-6-77. After much debate as to your revised requirements, these were returned 6-29-77, a total lapsed time of 63 days. This I deem as excessive. Please refer to my attached correspondence.

2) On 9-16-77 L.K.C. requested the signal be energized only to find that the O.S.H.D. had not contacted the Tigard Fire Dept. and connected the fire pre-emption circuits. We were informed at this time that no turn-on would be allowed until the following Monday or Tuesday--an additional delay of 3 days.

With the time frame that L.K.C. was held to due to slow submittals and consequently late material delivery, I feel that the contract was completed in a most expedious manner.

If any further information is required, please do not hesitate to contact me.

Sincerely,

Lyle Speer

Lyle Speer
Coordinator

LS:sr
Attachment

076

RECEIVED
L. K. COMSTOCK CO.
OCT 5 1977

L. K. Comstock & Company, inc. ENGINEERING AND CONSTRUCTION
KERN DIVISION
[illegible] WEST NINTH AVENUE ALBANY, OREGON 97321 [illegible]

May 13, 1977

Oregon State Highway Dept.
2131 S.W. Scholls Ferry Rd.
Portland, Oregon 97223

Attention: Hank Rodriguez

To confirm our meeting of 4/28/77. You informed me that all expedience should be taken to complete the S.W. Main @ Scoffins project. Apparently, Payless and the City of Tigard are anxious for the signal to be put into operation.

I informed you that I had already released the anchor bolts prior to formal approval. A procedure required to comply with your already strict schedule. You were delivered the pole submittals and requested to expedite in any way the approval of such poles, as my supplier was already somewhat delinquent in forwarding these submittals. Some mention was made of hand delivery to Salem.

I also informed you that Crouse Hinds Signal Equipment was to be utilized with scheduled delivery to the OSHD Test Lab on the 1st of July. This I agreed to expedite and would keep you informed of any changes.

To date, I have not received the pole submittals and request that their status be reviewed, as my supplier will not manufacture without approved submittals.

Thank you in advance for your help.

Sincerely,

Lyle Speer

Lyle Speer
Coordinator

LS:ps

076 ✓

CC: Graybar Electric
Geo. M. Roth Co.

RECEIVED
L. K. COMSTOCK CO.
OCT 5 1977

L. K. Comstock & Company, inc. ENGINEERING AND CONSTRUCTION
KERN DIVISION
128 WEST NINTH AVENUE
ALBANY, OREGON 97321
(503)926-2272

June 20, 1977

OSHD
2131 S.W. Scholls Ferry Road
Portland, OR 97223

Re: S.W. Main @ Scoffins

Attn: E. Rodriguez

Confirming our phone conversation of 6-20-77, regarding the approval of the traffic signal poles on the subject project, wherein you agreed to expedite the approval of said poles as soon as possible.

Thank you for your attention on this matter.

Very truly yours,

Lyle Speer

Lyle Speer
Coordinator

LS:sr

076

cc: G.M. Roth
Graybar Electric, Eugene

RECEIVED
L. K. COMSTOCK CO.
OCT 5 1977

8490 LAST REPORT 2

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.W. MAIN ST. AT S. W. SCOFFINS ST.

WEEK ENDING: OCTOBER 22, 1977

SECTION PREFIX: 7895-15

HIGHWAY: CITY STREET(TIGARD)

COUNTY: WASHINGTON

NAME OF JOB: S.W. MAIN ST. AT S.W. SCOFFINS ST.

KIND OF WORK: TRAFFIC SIGNAL

CONTRACTOR: L. K. COMSTOCK & CO., INC.

CONTRACT NUMBER: 8490

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: MARCH 11, 1977

DATE WORK STARTED: AUGUST 16, 1977

XXXXXX COMPLETION DATE: SEPTEMBER 20, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

3 CONTROLLER REPRESENTATIVES

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 180

CALENDAR DAYS USED 182

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 101

PROJECT AUTHORIZATION: $ 27,944.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99+

EXCLUSIVE OF ENGINEERING: $ 25,149.60

ENGINEERING AUTHORIZATION $ 2,794.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99+

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 25,149.60

ENGINEERING COST TO DATE $ 1,451.00

DATE PROJECT WAS COMPLETED: SEPTEMBER 20, 1977

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 52 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~BRIDGE NO.~~	TRAFFIC SIGNAL						
PERCENT	99+						

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	16	FAIR/MILD	0	0	
MONDAY	17	" "	0	0	
TUESDAY	18	FOGGY AM./FAIR/MILD PM.	0	0	
WEDNESDAY	19	FAIR/MILD	0	0	
THURSDAY	20	OVERCAST	0	0	
FRIDAY	21	" "	0	0	
SATURDAY	22				

Routing
Keasey K
Bond
Jackmond
Hopkins
Johnsen
Inloes
RECEIVED
OCT 24 1977
CONSTRUCTION SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

16 SUNDAY	No ACTIVITY.
17 MONDAY	No ACTIVITY.
18 TUESDAY	No ACTIVITY.
19 WEDNESDAY	No ACTIVITY.
20 THURSDAY	CONTROLLER REPRESENTATIVE FROM LOS ANGELES AND 2 MEN FROM NORTHWEST SIGNAL ADJUSTED THE CONTROLLER TO TRY AND GET IT TO FUNCTION PROPERLY. SATISFIED FOR NOW. LIGHTS SWITCHED OVER FROM "FLASHING" TO REGULAR OPERATION AT APPROX. 5:00 PM. STATE WILL DO A LITTLE MORE CHECKING. IF CONTROLLER CONTINUOUS TO WORK O.K., JOB IS COMPLETE.
FRIDAY	
SATURDAY	

REMARKS

STATUS TO DATE: IF CONTROLLER CONTINUOUS TO WORK O.K., JOB IS COMPLETE.

NEXT WEEK: NOTHING ANTICIPATED. .... LAST REPORT

SIGNED ______________________ LOCATION ALOHA

E. RODRIGUEZ, RES. ENGR.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8490

15

March 11, 1977

L. K. Comstock & Co., Inc.
136 West 9th
Albany, OR 97321

Gentlemen:

The Oregon Transportation Commission on February 28, 1977, accepted your proposal for traffic signal installation on S.W. Main Street at S.W. Scoffins Street in Tigard in Washington County in the amount of $27,944 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8490.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 23, 1977.

Very truly yours,

C. W. Hood
COMMISSION SERVICES

sr
Enc.

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

bbc C. T. Keasey
Walt Hart - Bridge
Robert Church
Region 1 Engineer
J. W. Cochell
L. E. George
SAIF

8490

45

February 18, 1977

City of Tigard
City Hall
Tigard, OR 97223

Attention: Doris Hartig
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5740

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering installation of traffic signals at Main and Scoffins Street.

We are forwarding a fully executed copy of this agreement to Mr. H. B. Hummelt, Payless Drug Stores, N.W., 10605 S.W. Allen Boulevard, Beaverton, Oregon, 97005, and are retaining a fully executed copy for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harwell (agreement attached)

8491 Richmond Jct-Girds Cr. Rd. 1977
(Middle Unit) Sec.
(Oiling)

8491

December 22, 1977

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

Gentlemen:

On December 20, 1977, we wrote to you concerning release of final payment on Contract No. 8491 awarded to B & H Equipment Co., Inc., for oiling on the Richmond Junction-Girds Creek Road (Middle Unit) Section of the Service Creek-Mitchell Highway in Wheeler County.

Final payment on this contract is $1,000 and the total contract amount is $351,981.27 including $134.74 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Cushing Insurance, Inc.
1735 Capitol Street N.E.
P. O. Box 7215
Salem, OR 97303

B & H Equipment Co., Inc.
P. O. Box 578
Gates, OR 97346

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

#84/71 9

October 26, 1977

Mr. Wesley O. Linn, Owner
Linn Sanitary Service
2725 S.W. 33rd
Redmond, OR 97756

Dear Mr. Linn:

This will acknowledge receipt of your letter of October 7, 1977, received in this office on October 14, advising us that Sierra Cascade Equipment Co. owes you $279.61 for delivery and servicing chemical toilets on Contract No. 8491. Your letter also mentions that they owe you $433.00 on Contract No. 8530 for delivery and pickup of the toilet units.

On October 24, 1977, we received another letter from you dated October 7, stating that Sierra Cascade Equipment Co. has paid in full all charges against Contract Nos. 8491 and 8530.

We are forwarding copies of your letters to the prime contractors and sureties on these contracts so that they will be aware that you have been paid in full on these contracts.

Very truly yours,

C. W. Head
COMMISSION SERVICES

NOTED ON CARD
10-26-77(kr)

CWH:kkr

cc: Transamerica Insurance Co.
1150 S. Olive St.
Los Angeles, CA 90015

St. Paul Fire & Marine Ins.
200 Market Bldg., Suite 350
Portland, OR 97201

B & H Equipment Co., Inc.
P. O. Box 578
Gates, OR 97346

Young & Morgan Timber Co. and
Sierra Cascade Equipment, Inc.
62910 Boyd Acres Rd.
Bend, OR 97701

bc: Larry Asburry
Joe Schlieski

October 7, 1977

Linn Sanitary Service
2725 S. W. 33rd
Redmond, Ore. 97756

Cecil Head Sec.
Oregon State Hwy. Div.
Department of Transportation
Salem, Ore. 97210

Seirra Cascade Equip. Co. has paid in full all charges against project #8491 and #8530.

Sincerely,

Wesley O. Linn owner

RECEIVED
OCT 24 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

Oct. 7, 1977

Linn Sanitary Service
2725 S. W. 33rd
Redmond, Ore. 97756

Cecil Head Secl
Oregon State Hwy. Div.
Department of Transportation
Salem, Ore. 97210

Sierra Cascade Equip, Co. ordered chemical toilets for the Service Creek Job project #8491 of whitch they owe $279.61 for delivery and servicing.

They also had the toilets moved from there to Austin Jct. Rock Production. Project #8530 they moved out and left these without notice. The delivery and pickup on these units $433.00 upon repeated billing there has been no effort to pay.

Sincerely,

Wesley O. Linn owner

c. c. Larry Asburry Res. Engr.
Joe Schleski Res. Engr.

RECEIVED
[illegible] 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8491

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Middle Unit, Richmond Jct.-Girds Creek Road
WEEK ENDING: October 21, 1977
SECTION PREFIX: 135-1033
HIGHWAY: Service Creek - Mitchell
COUNTY: Wheeler
NAME OF JOB: Middle Unit, Richmond Jct-Girds Cr. Rd.
KIND OF WORK: Oiling
CONTRACTOR: B & H Equipment Co., Inc.
CONTRACT NUMBER: 8491
FEDERAL AID PROJECT NUMBER: RS-153(1)
DATE OF CONTRACT: February 28, 1977
DATE WORK STARTED: April 13, 1977
ESTIMATED COMPLETION DATE: September 15, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 150
CALENDAR DAYS USED: 182
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 121
PROJECT AUTHORIZATION: $390,922.75
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $359,998.92
ENGINEERING AUTHORIZATION: $31,003.83
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $343,658.76
ENGINEERING COST TO DATE: $35,000.00
DATE PROJECT WAS COMPLETED: September 15, 1977
ESTIMATED PERCENT: UNDERRUN 3.1 %
PERCENT OF AUTHORIZATION: 113 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	[illegible]	OIL AND/OR PAVE.	MAT'L. PROD.	C.T.S.	
			100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	C.T.S.
MILES IN PROJECT		3.33		3.33	3.33
MILES PARTIALLY COMPLETED					
MILES COMPLETED		3.33		3.33	3.33
TOTAL ESTIMATED QUANTITIES (CONTRACT)		21,100 Ton		2720CY-262Ton	54,600 SY
TOTAL QUANTITIES CORRECTED TO DATE		19,443 Ton		2900CY-280Ton	54,756 SqYd
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		19,443 Ton		2900CY-280Ton	54,756 SqYd
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 16	Fair			
MONDAY 17	Overcast			
TUESDAY 18	Overcast			
WEDNESDAY 19	Fair			
THURSDAY 20	Fair			
FRIDAY 21	Fair			
SATURDAY 22	Overcast			

Routing
K
Keasey
Bond
Jackmond
Hopkins
Johnsen
Imoes
RECEIVED
OCT 20 1977
CONSTRUCTION SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Activity All Week On Project. Two men working part of week in office on Semi-Final.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi Final has been submitted this week. This is the last weekly report for this project.

Ken Eddy for

SIGNED L.R. Asburry, Resident Engineer LOCATION Condon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8491

8

October 4, 1977

Columbia Cement Corporation
P. O. Box 3506
Bellevue, WA 98009

Attention: Robert L. Spring
District Sales Manager

Gentlemen:

Thank you for your letter of September 29, 1977, advising us that you have received full payment from B & H Equipment Co., Inc. in connection with their Contract No. 8491, Richmond Jct.-Girds Cr. Rd. (Middle Unit) Section of the Service Creek-Mitchell Highway in Wheeler County.

This information is being noted in our records. We also received a letter from Mr. John B. Fenner, Attorney, that this claim has been paid in full.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

NOTED ON
10-4-77 (kr)

COLUMBIA CEMENT
CORPORATION

COLUMBIA

A Subsidiary of Filtrol Corporation

P. O. BOX 3506 • BELLEVUE, WASHINGTON 98009 • 206/455-5335

September 29, 1977

Mr. Cecil Head
Supervisor of Commission Services
Department of Transportation
State Highway Building
Salem, Oregon 97310

RE: Your Contract #8491
Letter from Fenner, Barnhisel, & Morris dated 9/21/77

Dear Mr. Head:

This is to advise that Columbia Cement Corporation has received full payment from B & H Equipment Company, Inc. for cement furnished to Sierra Cascade Equipment, Inc. for Richmond Junction-Girds Creek Road project in Wheeler County.

Evidently the original problem was one of communications. Both Mr. Berg and Mr. Haugstad are highly regarded.

Sincerely,

COLUMBIA CEMENT CORPORATION

Robert L. Spring

Robert L. Spring
District Sales Manager

RLS/mle

RECEIVED
OCT 3 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8491

8

October 4, 1977

Mr. John B. Fenner
Fenner, Barnhisel & Morris
Attorneys at Law
123 N. W. Seventh St.
P. O. Box 396
Corvallis, OR 97330

Dear Mr. Fenner:

Thank you for your letter of September 29, 1977, advising us that the Columbia Cement Corporation's claim against B & H Equipment Co., Inc. has been paid in full.

Our records reveal that this claim was in the amount of $21,479.86 and filed against B & H Equipment Co., Inc. Contract No. 8491.

Very truly yours,

C. W. Head
COMMISSION SERVICES

NOTED ON [illegible]
(KR) 10-4-77

CWH:akr

cc: Transamerica Insurance Co.
1150 S. Olive Street
Los Angeles, CA 90015

Cushing Insurance, Inc.
1735 Capitol St., N.E.
P. O. Box 7215
Salem, OR 97303

B & H Equipment Co., Inc.
P. O. Box 578
Gates, OR 97346

FENNER, BARNHISEL & MORRIS
ATTORNEYS AT LAW
P. O. BOX 396
123 N. W. SEVENTH STREET
CORVALLIS, OREGON 97330

JOHN B. FENNER
PETER L. BARNHISEL
GRETCHEN R. MORRIS

TELEPHONE 757-0575
AREA CODE 503

September 29, 1977

Department of Transportation
Highway Building
Salem, Oregon 97310

Re: Your contract No. 8491

Dear Sirs:

Please be advised that the claim referred to in the enclosed copy of Notice of Claim on Bond has been paid in full.

Sincerely,

FENNER, BARNHISEL & MORRIS

John B. Fenner

By: John B. Fenner

JBF:jw
Enclosure
cc: C. W. Whiteman
R. L. Spring

NOTED
C. W. HEAD

RECEIVED
[illegible]

NOTICE OF CLAIM ON BOND

TO DEPARTMENT OF TRANSPORTATION, STATE OF OREGON:

Notice is hereby given that the undersigned, COLUMBIA CEMENT CORPORATION, has a claim for Columbia Cement Types I and II, furnished by it in the sum of Ninety-One Thousand Four Hundred Seventy-Nine and 86/100 Dollars ($91,479.86) against the bond taken from B and H Equipment Company, Inc. and Transamerica Insurance Company, for contract No. 8491 for oiling on the Richmond Junction-Girds Creek Road (Middle Unit) Section of the Service Creek-Mitchell Highway in Wheeler County.

Charles W. Whiteman
Regional Sales Manager
Columbia Cement Corporation

8491

8

5219

FILED
SEP 26 1977
NORMA PAULUS
SECRETARY OF STATE

RECEIVED
SEP 26 1977
NORMA PAULUS
SECRETARY OF STATE

ROBERT W. STRAUS
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

September 26, 1977

Ms. Gretchen R. Morris
Fenner, Barnhisel & Morris
Attorneys at Law
P. O. Box 396
Corvallis, OR 97330

RECEIVED
SEP 28 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Dear Ms. Morris:

This will acknowledge receipt of your letter of September 21, 1977, with attached Notice of Claim of Columbia Cement Corporation indicating that they have a claim for furnishing Columbia Cement Types I and II in the amount of $91,479.86 against the bond taken from B and H Equipment Company, Inc. and Transamerica Insurance Co.

This appears to be in connection with the B and H Equipment Company, Inc. Contract No. 8491, Richmond Jct.-Girds Cr. Rd. (Middle Unit) of the Service Creek-Mitchell Highway in Wheeler County.

The Transamerica Insurance Co. furnished the bond on this contrart which is given to assure completion of the job and payment of all bills incurred in it.

We will advise the surety and contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing. This contract was completed on September 15, 1977, but has not yet been accepted by the State. Please advise this office when this claim has been satisfied.

NOTED ON CARD
9-29-77

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

NOTED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:khr
Cushing Ins., Inc., 1735 Capitol St., N.E., P.O. Box 7215, Salem, OR 97303

cc: B and H Equipment Company, Inc.
P. O. Box 378
Gates, OR 97346

Transamerica Ins. Co.
1150 S. Olive St.
Los Angeles, CA 90015

bc: Hon. Norma Paulus - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FENNER, BARNHISEL & MORRIS
ATTORNEYS AT LAW
P. O. BOX 396
123 N. W. SEVENTH STREET
CORVALLIS, OREGON 97330

JOHN B. FENNER
PETER L. BARNHISEL
GRETCHEN R. MORRIS

TELEPHONE 757-0575
AREA CODE 503

September 21, 1977

Department of Transporation
Highway Building
Salem, Oregon 97310

Re: Your contract No. 8491

Dear Sirs:

Enclosed is a Notice of Claim of Columbia Cement Corporation on the contractor's bond on contract No. 8491 for the Richmond Junction-Girds Creek Road oiling job. Please let me know the present status of this job and when we can expect payment of our claim.

Thank you for your assistance.

Sincerely,

FENNER, BARNHISEL & MORRIS

Gretchen R Morris

By: Gretchen R. Morris

GRM:jw
Enclosure
cc: C. W. Whiteman
R. L. Spring

Compl. 1/15/77

RECEIVED

NOTED
C. W. HEAD

NOTICE OF CLAIM ON BOND

TO DEPARTMENT OF TRANSPORTATION, STATE OF OREGON:

Notice is hereby given that the undersigned, COLUMBIA CEMENT CORPORATION, has a claim for Columbia Cement Types I and II, furnished by it in the sum of Ninety-One Thousand Four Hundred Seventy-Nine and 86/100 Dollars ($91,479.86) against the bond taken from B and H Equipment Company, Inc. and Transamerica Insurance Company, for contract No. 8491 for oiling on the Richmond Junction-Girds Creek Road (Middle Unit) Section of the Service Creek-Mitchell Highway in Wheeler County.

Charles W. Whiteman
Charles W. Whiteman
Regional Sales Manager
Columbia Cement Corporation

[illegible] 1977

8491 2

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Middle Unit, Richmond Jct.- Girds Creek Road	WEEK ENDING September 23, 1977
		SECTION PREFIX 135-1033
	HIGHWAY Service Creek - Mitchell	COUNTY Wheeler
NAME OF JOB Middle Unit, Richmond Jct - Girds Cr. Rd.	KIND OF WORK Oiling	
CONTRACTOR XX B.& H. Equipment Co., Inc.	CONTRACT NUMBER 8491	FEDERAL AID PROJECT NUMBER RS-153(1)
DATE OF CONTRACT XX February 28, 1977	DATE WORK STARTED April 13, 1977	ESTIMATED COMPLETION DATE September 15, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 182
PROJECT AUTHORIZATION. $ 390,992.75	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 121
EXCLUSIVE OF ENGINEERING: $ 359,998.92	ENGINEERING AUTHORIZATION $ 31,003.83	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 342,000.00	~~ENGINEERING~~ COST TO DATE $ 32,300.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 95
ESTIMATED PERCENT: XXXXXXX UNDERRUN 5 %	PERCENT OF AUTHORIZATION 104 %	DATE PROJECT WAS COMPLETED: September 15, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	~~BASE~~	OIL AND/OR PAVE.	MAT'L. PROD	C.T.S.	
			100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	C.T.S. ~~XXXXXX~~
MILES IN PROJECT		3.33		3.33	3.33
MILES PARTIALLY COMPLETED					
MILES COMPLETED		3.33		3.33	3.33
TOTAL ESTIMATED QUANTITIES (CONTRACT)		21,100 Ton		2720 CY - 262 T	54,600 SY
TOTAL QUANTITIES CORRECTED TO DATE		19,443 Ton		2900 CY - 280 T	54,756 SY
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		19,443 Ton		2900 CY - 280 T	54,756 SY
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	O'cast - showers			
MONDAY	Ptly O'cast - shrs			
TUESDAY	Ptly O'cast - windy			
WEDNESDAY	O'cast - showers			
THURSDAY	Clear - cool			
FRIDAY	O'cast - showers			
SATURDAY				

Routing
Keasey K
Bond
Jackmond
Hopkins
Johnsen
Inloes
Richards
Glenn
Berg
Church
Gebauer
Widmer

RECEIVED
SEP 26 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 18	No activity
MONDAY 19	Mr. Pool and Mr. Lammert visited the project in PM for final inspection
TUESDAY 20	No activity
WEDNESDAY 21	No activity
THURSDAY 22	No activity
FRIDAY 23	No activity
SATURDAY 17	No activity

REMARKS

The contractor completed the clean up work on Tuesday, September 13, and completed the maintenance of the oil mat on Thursday, September 14.

Next week: Office personnel working on semi-final estimate

SIGNED David Hinte LOCATION CONDON, OREGON
FOR L. R. Asburry, R.E.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

8491

270
Middle unit,

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 10, 1977

FILE:
[illegible]
[illegible]

A. L. Brummitt

FROM: A. L. Brummitt
Acting Specifications Engineer

SUBJECT: Compaction Requirements for Cement Treated Subgrade

TO: John C. Jenkins
Engineer of Materials & Research

Pursuant to your letter to J. H. Versteeg dated July 14, 1977, I have prepared the following special provision. May we have your comments please.

309.35 Compaction and Finishing - Immediately after mixing has been completed, the mixture shall be spread to specified line, grade and cross section and the entire depth of the mixture shall be compacted to a density of not less than 95 percent of relative maximum density as determined by the method of determination of relative maximum density set forth by the Materials Laboratory for cement treated base materials. This compaction shall be attained and the surface brought to finished condition within 5 hours after cement is applied. During the compacting, the surface of the mixture shall be maintained at proper grade and cross section and shall be lightly watered to retain optimum moisture content.

Final finishing shall be accomplished by rolling accompanied by light watering and reshaping to provide a finished surface free of hairline cracking and free of ridges exceeding 0.04 foot in height.

ALB:fw

cc: J. H. Versteeg ✓
C. T. Keasey

__1__ Versteeg ✓
____ Olson ____
____ Christensen ____
____ Scott ____
____ Swenson ____
____ Savage ____
____ [illegible] ____

RECEIVED
AUG 11 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ____/____
Other ____

390

FORM 81-734-3010

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon 97310

July 14, 1977

FROM: John C. Jenkins
Engineer of Materials & Research
By
James E. Wilson, Jr. JEW
Asst. Engineer of Materials & Research

SUBJECT: Compaction Requirement for Cement Treated Subgrade; Middle Unit Richmond Jct.-Girds Cr. Rd.; Cont. #8491

TO: J. H. Versteeg
Road Design Engineer

1 Versteeg ✓
Olson
3 Christensen
Scott
2 Swenson
Savage
Trout

RECEIVED
JUL 22 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Compaction specifications for cement treated subgrade on the Middle Unit Richmond Jct.-Girds Creek Road project require 95 percent of AASHTO T99 density. On future projects, it is recommended that the compaction requirement be increased to 95 percent of cement treated base density, Section 308.38 or of AASHTO T180. As indicated by test results in the enclosed report #77-5910, the change is necessary to obtain adequate strength for the 1.5 crushed base equivalent factor used in pavement structure design calculations.

JEW:gs

cc: C. T. Keasey
C. M. Williams
L. R. Asburry
C. J. Gregg
R. J. Van Cleave

Routing
1 Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
JUL 15 1977
CONSTRUCTION SECTION
Scofield
2 Gregg
Berg

7/21/77 ~~[illegible]~~ I agree with findings and recommendations

-McFenn

Oregon State
HIGHWAY DIVISION
Materials Section
Form 81-734-3880

SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: AB 14257
LABORATORY REPORT NUMBER
11 5908

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

Project: Middle Unit, Richmond Jct.-Girds Cr. Rd.
Highway: Service Creek-Mitchell
Contract No.: 8491
Contractor: B & H Equipment Co., Inc.
Res. Engr.: L. R. Asburry
Submitted by: L. R. Asburry
Sampled by: Dan Keeler
Prefix No.: 135-1033
County: Wheeler
F.A. Proj. No.: RS-153(1)
Date Sampled: 6/22/77
Sample No.: 2
Quantity Represented:
Purpose of Sample: Mix Design
Record ☐ Check ☐ Qualifying ☐
FIELD CONTROL TEST NUMBER:

AGGREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT:
1"-0 Aggregate Base
INTENDED USE:
Cement treated subgrade
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
35-29-5 M.P. 7 Service Cr.-Mitchell Hwy.
SAMPLED AT:
Final Belt
REMARKS: To be blended ~~xi~~ on a 60-40 ratio with existing material (AB 14256) + 3-7% cement for cement treated subgrade.
Weather
Avg. thickness

L.L. %
P.I. %
P#10 of P¼ %
Fracture %
S.E.
F.F.
Asphalt %

SIEVE ANALYSIS		
Sieve Size	% Retained	% Passing

3

LABORATORY REPORT

SIEVE ANALYSIS ☐ T-11 ☑ T-27 ☐ T-30				☐ OSHD % FRACT
Sieve Size	Percent Retained	Percent Accum.	Percent Passing	Percent Fracture
1½	0	0	100	
1	0.2	0.2	99.8	
3/4	5.3	5.5	94.5	
1/2	25.8	31.3	68.7	
3/8	15.4	46.7	53.3	
1/4	14.0	60.7	39.3	
4	7.2	67.9	32.1	
10	12.2	80.1	19.9	
40	10.3	90.4	9.6	
200	5.2	95.6	4.4	
P200	4.4	100		

Total wt. of sample = 86.13 Kg

☐ OSHD Asphalt . . . . %
☐ T-27 P#10 of P¼ . . . . . . %
☐ T-11 P200 . . . . %

☑ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☒
☒ OSHD AGGREGATE BASE DENSITY CURVE
☒ T-19 UNIT WT lb/ft³ LOOSE 99.0 COMPACT 109.7
COMB: ___ % THIS SAMPLE ___ % LAB. No. ___ = ___
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-84 Sp. Gravity, Appar. ___ Bulk ___ Absorp. ___
☐ T-85 Sp. Gravity, Appar. ___ Bulk ___ Absorp. ___
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ___ ¾-⅜ ___ ⅜-4 ___ C.A. ___
4-8 ___ 8-16 ___ 16-30 ___
30-50 ___ 50-100 ___ Ledge Rock ___ F.A. ___
☐ OSHD DEGRAD Ht. ___ in. P20 ___ % Ref. Ht. ___ in. P20 ___
RETAINED 1" Ht. ___ in. P20 ___ % Ref. Ht. ___ in. P20 ___
☐ T-96 ABRASION GRADING . . ___ Percent Wear ___
☐ T-89 LIQUID LIMIT ___ ☐ T-90 PLASTICITY INDEX ___
☐ OSHD SAND EQUIVALENT . . ___
☐ T-182 ASPH. STRIP BRAND ___ Grade ___ Coated ___
ADDITIONAL TESTS:

Material represented by this sample Does ☐ Does not ☐ comply with specifications.
REMARKS:

Date Received 6-23-77
Date Reported 7-14-77
Lab. Charges $ 44^{00}

cc: ☐ FHWA
X ☐ Construction Engineer
X ☐ Region Engineer Carl Williams
X ☐ Resident Engineer L. Asburry
☐ District Engineer
☐ Geology and Soils
X ☐ Reg. Geologist R. J. Van Cleave
2X ☐ Files
X Jackmond
X B & H Equipment Co., Inc.

Engineer of Materials

NSTRUCTION: Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff

SF*7975

Oregon State
HIGHWAY DIVISION
Materials Section
Form 81-734-3880

SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: AB 14256
LABORATORY REPORT NUMBER
T1 5909

SAMPLE DATA

Page 1

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

Project: Middle Unit, Richmond Jct.-Girds Cr. Rd.
Prefix No.: 135-1033
Highway: Service Creek-Mitchell
Contract No.: 8491
County: Wheeler
Contractor: B & H Equipment Co., Inc.
Res. Engr.: L.R.Asburry
F.A. Proj. No.: RS-153(1)
Submitted by: L. R. Asburry
Sampled by: Ken Eddy
Date Sampled: 6/14/77
Sample No.: 1
Quantity Represented:
Purpose of Sample: Mix Design
Record ☐ Check ☐ Qualifying ☐
FIELD CONTROL TEST NUMBER:

AGGREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT:

INTENDED USE:
Extg. oil mat & base to be used in CTSG

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT:

REMARKS: This material is to be blended with 1"-0 aggregate base on a 40%-60% ratio. Special provisions call for 3-7% cement for cement treated subgrade (1"-0 is on AB 14257)

Weather
Avg. thickness

L.L. ______ %
P.I. ______ %
P#10 of P¼ ______ %
Fracture ______ %
S.E. ______
F.F. ______
Asphalt ______ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Passing

LABORATORY REPORT

SIEVE ANALYSIS as received

☐ T-11 ☐ T-27 ☐ T-30 ☐ OSHD % FRACT

Sieve Size	Percent Retained	Percent Accum.	Percent Passing	Percent Fracture
5	0	0	100	
4	3.9	3.9	96.1	
3	9.7	13.6	86.4	
2	14.0	27.6	72.4	
1 1/2	8.5	36.1	63.9	
1	4.4	40.5	59.5	
3/4	5.0	45.5	54.5	
1/2	9.2	54.7	45.3	
3/8	7.1	61.8	28.2	
1/4	8.5	70.3	29.7	
4	5.5	75.8	24.2	
10	9.1	84.9	15.1	
40	8.2	93.1	6.9	
200	4.3	97.4	2.6	
P200	2.6	100		

Total wt. of sample = 90.03 Kg

☐ OSHD Asphalt . . . . . . ______ %
☐ T-27 P#10 of P¼ . . . . . ______ %
☐ T-11 P200 . . . . . . ______ %

☑ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☒
☒ OSHD AGGREGATE BASE DENSITY CURVE
☒ T-19 UNIT WT lb/ft³ LOOSE 94.8 COMPACT 102.3
COMB: ______ % THIS SAMPLE ______ % LAB. No. ______ - ______
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-84 Sp. Gravity, Appar. ______ Bulk ______ Absorp. ______
☐ T-85 Sp. Gravity, Appar. ______ Bulk ______ Absorp. ______
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ______ ¾-⅜ ______ ⅜-4 ______ C.A. ______
4-8 ______ 8-16 ______ 16-30 ______
30-50 ______ 50-100 ______ Ledge Rock ______ F.A. ______
☐ OSHD DEGRAD Ht. ______ in. P20 ______ % Ref. Ht. ______ in. P20 ______
RETAINED 1" Ht. ______ in. P20 ______ % Ref. Ht. ______ in. P20 ______
☐ T-96 ABRASION GRADING . . ______ Percent Wear ______
☐ T-89 LIQUID LIMIT ______ ☐ T-90 PLASTICITY INDEX ______
☐ OSHD SAND EQUIVALENT . . ______
☐ T-182 ASPH. STRIP BRAND ______ Grade ______ Coated ______
ADDITIONAL TESTS:

Material represented by this sample Does ☐ Does not ☐ comply with specifications.
REMARKS:

Date Received: 6-23-77
Date Reported: 7-14-77
Lab. Charges $ 1400

cc: ☐ FHWA
X ☐ Construction Engineer
X ☐ Region Engineer Carl Williams
X ☐ Resident Engineer L. Asburry
☐ District Engineer
☐ Geology and Soils
X ☐ Reg. Geologist R.J. Van Cleave
2X ☐ Files
X Jackmond
X B & H Equipment Co., Inc.

Engineer of Materials

INSTRUCTION: Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff.

SP*79756

Oregon State
HIGHWAY DIVISION
Materials Section
Form 81-734-3880

SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: AB 14256
LABORATORY REPORT NUMBER
11 5909

SAMPLE DATA

Page 2

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

Project: Middle Unit, Richmond Jct.-Girds Cr. Rd.
Highway: Service Creek-Mitchell
Contractor: B & H Equipment Co., Inc.
Submitted by: L. R. Asburry
Contract No.: 8491
Res. Engr.: I.R.Asburry
Sampled by: Ken Eddy
Prefix No.: 135-1033
County: Wheeler
F.A. Proj. No.: RS-153(1)
Date Sampled: 6/11/77

Sample No.: 1
Quantity Represented:
Purpose of Sample: Mix Design
Record ☐ Check ☐ Qualifying ☐

FIELD CONTROL TEST NUMBER:

AGGREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT:

INTENDED USE: Extg. oil mat & base to be used in CTSG

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT:

REMARKS: This material is to be blended with 1"-0 aggregate base on a 40%-60% ratio. Special provisions call for 3-7% cement for cement treated subgrade (1"-0 is on AB 14257)

Weather
Avg. thickness

L.L. ____ %
P.I. ____ %
P#10 of P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Pass.

LABORATORY REPORT

SIEVE ANALYSIS lab crushed

☐ T-11 ☑ T-27 ☐ T-30 ☐ OSHD % FRACT

Material Crushed to the following gradation

Sieve Size	Percent Retained	Percent Accum	Percent Passing	Percent Fracture
1	0	0	100	
3/4	5.7	5.7	94.3	
1/2	18.4	24.1	75.9	
3/8	16.3	40.4	59.6	
1/4	16.9	57.3	42.7	
4	9.1	66.4	33.6	
10	16.6	83.0	17.0	
40	8.7	91.7	8.3	
200	5.3	97.0	3.0	
P200	3.0			

Total wt. of sample = ____

☐ OSHD Asphalt ____ %
☐ T-27 P#10 of P¼ ____ %
☐ T-11 P200 ____ %

☑ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☒
☒ OSHD AGGREGATE BASE DENSITY CURVE
☒ T-19 UNIT WT lb/ft³ LOOSE 94.5 COMPACT 104.3
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-84 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Ref. Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Ref. Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING ____ Percent Wear ____
☐ T-89 LIQUID LIMIT ____ ☐ T-90 PLASTICITY INDEX ____
☐ OSHD SAND EQUIVALENT ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample Does ☐ Does not ☐ comply with specifications.
REMARKS:

Date Received 6-23-77
Date Reported
Lab. Charges $ 44.00

cc: ☐ FHWA
☐ Construction Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Geology and Soils
☐ Reg. Geologist
☐ Files

Engineer of Materials

INSTRUCTION: Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff

Page 1 of 3

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Laboratory No. ll 5910
Prefix No. 135-1033

Project Middle Unit Richmond Jct. - Girds Creek Road
County Wheeler
Highway Service Creek - Mitchell
Contractor B&H Equipment Co. Inc.   Contract No. 8491
F. A. Project No. RS-153(1)
Submitted by L.R. Asburry
Date Reported July 14, 1977
Laboratory Charges [illegible]

3 Sacks of Oil Mat Material
3 Sacks of 1" - 0 Aggregate
REPORT ON SAMPLE OF **Soil + 5% Cement** (Cement added 1½ ½ hrs before compaction).

Source of material Aggregate from Source #35-29-5 combined with existing oil mat.
Sampled or inspected at
Data No. AB-14256 & 57
To be used 60% - 40% Blend for C.T.S.
Date received 6/23/77
Sampled or inspected by Ken Eddy & Dan Keeler 6/14 & 22/77
Quantity represented

TEST RESULTS

SOIL CONSTANTS
L. L. T-89
P. I. T-90
Sp. Gr. (Le Chat.)
Sand Equiv.
Class. M-145
Organic %
Nat. Moist. %
Los Angeles Abrasion T-96
Grading % Wear
Oregon Degradation
P20 %, Ht. in.

Expansion Pressure and "R" Value T-190

Moisture %					
Exudation Press. psi					
Expansion Pres. CT in					
Displacement					
Compaction, psi					
"R" Value					
Density pcf					
Water loss ml.					
Comp. water					
loss at blows					

Mech. Anal. T-88

Sieve Size	% Passing
4	
3	
2	
1½	
1	
¾	
½	
⅜	
¼	
4	
10	
40	
60	
200	

Moist.-Density Relations
T-99 ☒ T-180 ☐ Harvard ☐

Dry Density pcf	% Moisture
136.2	6.9
139.1	8.0
140.4	9.5
139.4	10.1

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:
☐ F.H.W.A.
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Carl Williams
X ☐ Resident Engineer L, Asburry
☐ District Engineer
2X ☐ Files-Siddoway
X Jackmond
X R, J, Van Cleave
X B & H Equipment Co., Inc.

Remarks Note: T99 test spec[illegible] were compacted using 60% 1"-0 aggregate and 40% [illegible] existing oil mat.

Test results indicate that strength of CTS compacted to T99 density is 28.6% of that for specimens compacted to CTB density. Also, strength of T99 specimens is reduced from increased moisture content, The higher level density & strength is required for a 1.5 crushed base equivalent quality.

Engineer of Materials

SP*66056-734

Form 81-734-3060

PAGE 2 OF 2

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

CEMENT TREATED SUBGRADE

Laboratory No. 77-5910

Data Sheet No. 14257

Prefix 135-1033

Laboratory charge

Project MIDDLE UNIT, RICHMOND JCT. - [illegible] CO. RD.

Highway SERVICE CREEK - MITCHELL

Contractor B&H EQUIPMENT CO., INC. No. 8191

Date received 6-23-77

Submitted by L. R. ASBERRY

Date reported

Source of Material SOURCE NO. 35-79-5 AND EXISTING OIL MAT

Sampled or inspected at

To be used CEMENT TREATED SUBGRADE

Sampled or inspected by DAN KEELER

Quantity represented

TEST GRADATION: 1"-0 (60% AGGREGATE AND 40% EXISTING OIL MAT)

AGGREGATE: (1"-0 AGGREGATE FROM SOURCE NO. 35-79-5).
(PASSING 1½") - 100.0% (PASSING ½") - 68.7% (PASSING #4) - 33.1%
(PASSING 1") - 100.0% (PASSING ⅜") - 53.3% (PASSING #10) - 19.9%
(PASSING ¾") - 94.7% (PASSING ¼") - 39.3%

EXISTING OIL MAT: (LABORATORY CRUSHED TO 1"-0)
(PASSING 1½") - 100.0% (PASSING ½") - 75.9% (PASSING #4) - 38.6%
(PASSING 1") - 100.0% (PASSING ⅜") - 59.6% (PASSING #10) - 17.0%
(PASSING ¾") - 94.3% (PASSING ¼") - 42.7%

Unconfined Compressive Strength Test; 7-Day Cure
Using Oregon Type I Portland Cement:

Portland Cement Content, %	5.0	5.0	5.0	5.0	
Moisture at Mixing, %	6.9	8.0	*9.2	9.5	
Dry Density, pcf	136.6	140.5	140.9	140.9	
Compressive Strength, psi	473	310	267	243	

NOTE: Test specimens were compacted $1\frac{1}{2} \pm \frac{1}{2}$ hours after the addition of cement by AASHTO T99 Compaction Method A. * Sample at optimum moisture content.

REPORT TO:
- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- 2 ☑ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

SP*66063-734

PAGE 3 OF 3

Form 81-734-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

CEMENT TREATED SUBGRADE

Laboratory No. 77-5910
Data Sheet No. 14257
Prefix 135-1032
Laboratory charge

Project MIDDLE UNIT, RICHMOND JCT. - GRANT CO. RD.
Highway SERVICE CREEK - MITCHELL
Contractor B&H EQUIPMENT CO., INC. No. 8491
Date received 6-23-77
Submitted by L. R. ASBURRY
Date reported
Source of Material SOURCE NO. 35-29-5 AND EXISTING OIL MAT
Sampled or inspected at
To be used CEMENT TREATED SUBGRADE
Sampled or inspected by DAN KEELER
Quantity represented

TEST GRADATION: 1"-0 (60% AGGREGATE AND 40% EXISTING OIL MAT).
AGGREGATE: (1"-0 AGGREGATE FROM SOURCE NO 35-29-5)
(PASSING 1½") - 100.0% (PASSING ½") - 68.7% (PASSING #4) - 32.1%
(PASSING 1") - 100.0% (PASSING ⅜") - 53.3% (PASSING #10) - 19.9%
(PASSING ¾") - 94.7% (PASSING ¼") - 39.3%
EXISTING OIL MAT: (LABORATORY CRUSHED TO 1"-0)
(PASSING 1½") - 100.0% (PASSING ½") - 75.9% (PASSING #4) - 32.6%
(PASSING 1") - 100.0% (PASSING ⅜") - 59.6% (PASSING #10) - 17.0%
(PASSING ¾") - 94.3% (PASSING ¼") - 42.7%

Unconfined Compressive Strength Test: 7-Day Cure
Using Oregon Type I Portland Cement:

Portland Cement Content, %	5.0	5.0	5.0
Moisture at Mixing, %	6.5	*7.0	7.8
Dry Density, pcf	145.7	146.1	146.9
Compressive Strength, psi	846	932	1,053

NOTE: Test specimens were compacted by the method found in the O.S.H.D. Method for Determination of Maximum Density curve for Cement Treated Base. * Sample at optimum moisture content.

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
2 ☒ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

SP*66063-734

8491

STATE COPY 1

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-32	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-5-77	State Oregon County Wheeler Project No. RS-153(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

M. Unit, Richmond Jct.-Girds Creek Rd. Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11/1/76	3.322
OTHER *(Specify)*		

FUNDS Pro Rata 85.80%

ESTIMATED TOTAL COST OF PROJECT $ 390,992.00	FEDERAL FUNDS $ 335,471.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for: G. L. Green

Date executed by Division Administrator MAY 5 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon April 25, 1977

Federal Aid Project
No. RS-153(1)

M. UNIT, RICHMOND JCT.-GIRDS CR. RD. SECTION
SERVICE CREEK-MITCHELL HIGHWAY
WHEELER COUNTY

Project Agreement Estimate.

Type Code 5234
Roadway (Sta. 729+00 to Sta. 905+00)

Mobilization	All Required		$ 26,000.00
Temporary Protection & Direction of Traffic	All Required		2,000.00
Temporary Signs	850 sq.ft.	2.00	1,700.00
Temporary Barricades	25 each	25.00	625.00
Flagmen	560 hr.	14.00	7,840.00
Pilot Car	100 hr.	16.00	1,600.00
1"-0 Aggregate Base	21,100 ton	4.52	95,372.00
Cement Treated Subgrade	54,600 sq.yd.	0.50	27,300.00
Cement for Treated Subgrade	1,680 ton	65.00	109,200.00
1/4"-#10 Aggregate in Chip Seal	280 cu.yd.	12.00	3,360.00
Asphalt in Chip Seal	45 ton	110.00	4,950.00
Aggregate in Asphalt Macadam	2,720 cu.yd.	11.00	29,920.00
AR 2000 Asphalt in Asphalt Macadam	205 ton	110.00	22,550.00
Asphalt in Seal	57 ton	110.00	6,270.00
Extra for Asphalt Macadam Approaches	14 each	250.00	3,500.00
			$342,187.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 1,800.00
Temporary Erosion Control (E.W.)	All Required	500.00
		$ 2,300.00

Subtotal	$344,487.00
Engineering	46,505.00
TOTAL	$390,992.00

Length of Project - - - - - - - - - - - 3.322 miles
Cost of Roadway Per Mile- - - - - - - - $117,697.77

Federal Funds - - - - - - - - - - - - - $335,471.00
State Funds - - - - - - - - - - - - - - 55,521.00
TOTAL $390,992.00

Group 1 - 100%
Contract No. 8491
Prefix: 135-1033

8491

390

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/24/77
Donald L [illegible]

2-24-77 Bid Letting ______ All Clear Deadline

SECTION Richmond Jct-Girds Cr. - Middle Unit
Highway Service Creek - Mitchell
County Wheeler Region 4
Type of Work Overlay Funds ______
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒				☒	
Negative Declaration	☒				☒	
Project Assessment	☒				☒	
Write-off Letter	☒				☒	Class 3 Non-major - Letter 8-19-76
PERMITS:						
Division of State Lands	☒				☒	
D.O.G.M.I.		☒			☒	Current Permit No 35-0005
Corps of Engineers	☒				☒	
Coast Guard	☒				☒	
Co. Conditional Use	☒				☒	
NPS Air Pollution	☒				☒	
NPS Water Pollution	☒				☒	
CULTURAL:						
Cultural Survey	☒				☒	
Cultural Salvage	☒				☒	
NOISE:						
Noise Study	☒				☒	Cleared w/ Dec '76 letter

8491

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
January 18, 1977

FILE: [redacted]

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Middle Unit
Richmond Jct.-Girds Cr. Road Section
Service Creek-Mitchell Highway
Wheeler County

The subject project was not approved for funding under the recent EDA program and should now be placed back on the contract letting schedule.

It is proposed that this project be scheduled for the March, 1977, bid letting.

This project consists of treating the existing 28 ft. section for 3.33 miles as follows:

1. Placing 6" of aggregate base material over the existing surface and cement treating this and the top 4" of the existing material.
2. Placing a 1-1/4" Type 0-11 asphaltic macadam wearing course over the subgrade.

The estimated cost is $478,000.

DOC:az
cc: E. S. Hunter
F. E. Terpin
C. M. Williams
L. K. Watson
A. Brummitt

RECEIVED
STATE HWY ENGR
JAN 21 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8491 11-5-76 75

LETTER OF APPROVAL AND/OR AUTHORIZATION

RS-153(1)

STATE PROJECT NO. See below

COUNTY NAME Wheeler

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70208

TO:

Mr. H. S. Coulter
State Highwy Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 12 '76
REFER TO Rulien
FOR

DATE PS&E APPROVED 11-1-76

DATE AUTHORIZATION EFFECTIVE 11-1-76

FEDERAL ROUTE NUMBER Secondary 153

STATE ROUTE NUMBER Secondary 390

GENERAL LOCATION:

"Middle Unit, Richmond Jct., - Girds Creek Road Section"

GENERAL DESCRIPTION OF WORK:

P.C. Base Admixture, I.T. Pavement Code 5234, Miles 3.33.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's memorandum of 10-18-76, I concur that timesaving procedures enumerated in FHPM 6-8-2.2are applicable and also concur that it is a non-major action as setforth in FHPM 7-7-2.

Also, as requested in Mr. Rulien's 10-18-76 memorandum, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project and at a total estimated cost of $478,000- Federal funds $410,000 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 11-5-76

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. [illegible]) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: [illegible]

2491

390

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 25, 1976

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Richmond Jct.-Girds Cr. Rd. Sec.
Service Creek-Mitchell Highway
Wheeler County

TO: MEMO TO THE FILE

Due to the narrow roadway width (28 ft.) the traffic on this project will be controlled by means of a pilot car and flagmen with two-way radios. It will be necessary to keep vehicular traffic off of the newly placed cement treated subgrade for two days. Therefore, flagmen will be needed for 24 hours a day until project is completed. The cost estimate for this is $9,410.

R. A. Sandman, Region Construction Engineer, estimates that approximately a mile a day of the cement treated subgrade (14 feet wide) can be placed. The project is 3.3 miles long, so at this rate it would take approximately seven or eight working days to place the cement treated subgrade.

Truck haul from the material source to the jobsite will be restricted to legal loads and no hauling of material permitted prior to June 1.

LKW:az
cc: C. G. Swenson
R. A. Sandman

1 Versteeg ✓
Olson
2 Christensen Don
Scott
Swenson
Savage
Trout

RECEIVED
OCT 26 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

8491

15

October 18, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Project Data Submission -
Item No. 70208
Project No. RS-153(1)
Middle Unit, Richmond Jct.-Girds Cr. Rd. Sec.
Wheeler County

Attached is data for the subject:

(1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $478,000 with an obligation of $410,100 in federal funds.

It is ~~the~~ Oregon State Highway Division's intention to receive bids for this project on December 16, 1976.

The State wishes to withdraw Project No. RS-306(4) from further consideration and request that you return the program documents because the limits include the subject project.

JLG:dpy

Enclosures

cc: C. M. Williams (Region 4)
D. E. Swan

NO.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

October 18, 1976

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 207, 9.5 Mi. S. Service Cr., S. 3.33 Mi.		100 DHV 15	150	96	10	Oregon	41	075	70208

ROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER (S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
dmixture, I.T. Pavement								RS-	153	(1)		

AL FUNDS: Rural Secondary

AREA: - - -

COUNTY NAME: Wheeler CODE 069

ROUTE NO. S

FEDERAL-AID: 153*

STATE: 390

U.S.

PROGRAM STAGE ☐ 1 OR ☐ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) 5234		"Middle Unit, Richmond Jct.- Girds Cr. Rd. Sec."	3.33	478,000	410,100	67,900		ROW-80' minimum; Access Control - none; Parking Restrictions - none.
PARED BY	JLG		PROJECT TOTALS	3.33	478,000	410,100	67,900		

REMARKS

OGRAM APPROVAL DATES

*Old FAS 316; Project No. 306.

-over-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

October 18, 1976

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 SR 207, 9.5 Mi. S. Service Cr., S. 3.33 Mi. 65	ADT	PRESENT 100 DHV 15	FUTURE (66) 150 (70)	YEAR (71) 96 (72)	REGION 10
							STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.C. Base Admixture, I.T. Pavement 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 RS- 23 NUMBER 153

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Wheeler	CODE 069 (14) (16)			
	NAME OF URBAN AREA 17-31 - - -	ROUTE NO. S	FEDERAL-AID 153* (32)	STATE 390 (36)	U.S. (37) (41)	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
3					ROW							
5					CONST (CODE) 5234		"Middle Unit, Richmond Jct.- Girds Cr. Rd. Sec."	3.33	478,000	410,100	67,900	

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	JLG	PROJECT TOTALS	3.33	478,000	410,100	67,900	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (32)	REMARKS	

*Old FAS 316; Project No. 306.

MIDDLE UNIT, RICHMOND JCT.-GIRDS CR. ROAD SECTION

PROJECT NO. RS-153(1)

Existing Facility: - 28-foot bituminous surface.

Adjacent Sections: 28-foot bituminous surface roadway.

Project Data: Reconstruct existing roadway by pulverizing the surfacing and base and treating with portland cement admixture and applying an intermediate type surface (bituminous mat more than 1-inch compacted thickness) to provide a 28-foot roadway. Also, incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Exceptions to Minimum Design Standards: None.

Additional Right-of-Way: None.

FHPM 7-7-2 Requirements : Nonmajor action project as set forth in paragraph 10e.

IM 50-1-70 Requirements:

(a) State Clearinghouse - Exempt from A-95 review under working agreement.

(b) District 12 Clearinghouse - It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect. Futhermore, it is our opinion that A-95 review is not necessary as the work involved is such that it will not affect decisions or other public work activities of concern to the clearinghouse agencies, or result in significant alterations of land use or traffic flow patterns which would require changes in planning completed or underway.

FHPM 7-7-5 Requirements:

(a) Public Hearings - None required under Oregon Action Plan.
(b) Location/Design - Not a factor in the development of this project.

Note: (1) This project is in Congressional District No. 2.
(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

8491

1

PRO 6-2

October 15, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT FY 1977 Annual Program

We propose adding the following project to Part [illegible] of the subject program:

Area: R
Item No.: 70208
Project No.: RS-153(-)
F. A. Route No.: FAS 153*
Section: Richmond Jct.-Girds Cr. Rd., N. Unit
Highway: Service Cr.-Mitchell
Begin M.P.: 9.4
Length: 3.33
County: Wheeler
City: N/A
Work: Oiling
Estimated Cost: 478,000
F.A. Cost: 410,100

*System Realignment

NOTE: (1) Exempt from A-95 review under working agreement.
(2) Nonmajor action project as set forth in paragraph 10e of FHPM 7-7-2.
(3) FHPM 7-7-5 requirements satisfied.
(4) No previous authorization requests for this project.

JLG:ljt

cc: B. L. Gifford

8491

390

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
October 5, 1976

FILE:

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: Carl M. Williams
Region Engineer

SUBJECT: Middle Unit Richmond Junction--
Girds Creek Road Section
Service Creek-Mitchell Highway
Wheeler County

Attached are 2 sets of preliminary plans for the subject section which have been prepared for the project limits set forth in your letter of August 25, 1976. The typical section for this project will consist of two 10 foot travel lanes and two 4 foot shoulders with the following base design:

4" Existing Surfacing
6" Aggregate Base Material
} 10" Cement treated Subgrade

0-11 1-1/4" thick Asphalt Macadam
Wearing Course

The estimated cost of this project, including engineering and contingencies, is $478,000.

An earlier set of plans for the Richmond Jct.-Melvina Cr. Section was prepared and estimated to cost $922,000. This was beyond the funding limitation and included sections of highway that were not as critical as the section now proposed.

The attached plans are being sent to you for design approval prior to making full preliminary distribution for a December 16, 1976, bid opening. By copy of this letter we are also asking for Location and FHWA approval.

REFERRED TO
Beard
Reed
Cole
✓ Semple
Eriksen
✓ Watson
Hager
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
Swenson
Savage
Trout

RECEIVED
OCT 12 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

DOC:az
cc: FHWA w/attachment
F. E. Terpin w/attachment
Lyle K. Watson
L. W. Rulien w/attachment

10-11-76
Duane -
Plans reviewed & approved
Sandmann

ROE RE RME RCE FAE
RTE RECEIVED ENV
RUE OCT 6 1976 RDE
RSO REGION 4 RBE
ASSIGNED

[illegible]734-3030

390

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

October 5, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: Carl M. Williams
Region Engineer

SUBJECT: Middle Unit Richmond Junction--
Girds Creek Road Section
Service Creek-Mitchell Highway
Wheeler County

Attached are 2 sets of preliminary plans for the subject section which have been prepared for the project limits set forth in your letter of August 25, 1976. The typical section for this project will consist of two 10 foot travel lanes and two 4 foot shoulders with the following base design:

4" Existing Surfacing
6" Aggregate Base Material } 10" Cement treated Subgrade

0-11 1-1/4" thick Asphalt Macadam Wearing Course

The estimated cost of this project, including engineering and contingencies, is $478,000.

An earlier set of plans for the Richmond Jct.-Melvina Cr. Section was prepared and estimated to cost $922,000. This was beyond the funding limitation and included sections of highway that were not as critical as the section now proposed.

The attached plans are being sent to you for design approval prior to making full preliminary distribution for a December 16, 1976, bid opening. By copy of this letter we are also asking for Location and FHWA approval.

REFERRED TO

	Beard		Reed
	Cole		Sample
	Eriksen	✓	Watson LKW
	Hager		Wolfe

Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

Approved 10-15-76
Frank E. Terpin
Location Engineer

DOC:az
cc: FHWA w/attachment
F. E. Terpin w/attachment
Lyle K. Watson
L. W. Rulien w/attachment

RECEIVED
[illegible] 1976
LOCATION
SECTION

1	Versteeg ✓
	Olson
2	Christensen Doc
	Scott
	Swenson
	Savage
	Trout

RECEIVED
OCT 18 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

[redacted]ED TO -Gregg
By Location Engineer

Discuss

8471

390

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

August 27, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Overlay Project
Service Creek-Mitchell Highway
Wheeler County

TO: MEMO TO THE FILE

An overlay project for the Richmond Junction-Melvina Creek Section of the subject highway was developed for a tentative August letting. This project consisted of cement treating 10" of subgrade and base and applying a 1-1/4" thick 0-11 asphalt macadam wearing course for 6.43 miles at an estimated cost of $922,000. Also included was the adjusting in height of 5,925 lineal feet of guard rail.

It has since been recommended that the Middle Unit, Richmond Junction-Girds Creek Section, MP 9.3 to MP 12.6, should be upgraded in preference to the Richmond Junction-Melvina Creek Section. The estimated cost for this 3.34 mile section is $485,000 based on the following:

2 - 10' lanes & 2 - 4' shoulders

4" Cement treated subgrade

6" Cement treated Base

1-1/4" 0-11 Asphaltic Macadam Wearing Course

Adjust 3,650 lineal feet of guard rail

Another estimate was developed using the same roadway section and base design as above for the Middle and South Units of the Richmond Junction-Girds Creek Section. This amounted to $761,000 for 5.4 miles.

NOTED
L. K. WATSON

DOC:az

8471 390

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: MAI 12-11

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
August 25, 1976

FROM: Carl M. Williams
Regional Engineer

TO: Hal Versteeg
Road Design Engineer

SUBJECT: Surface Treatment
Girds Creek-Richmond Jct.
Service Creek-Mitchell Hwy.

I covered this highway again today. My latest recommendation for a minimum effort is to do the Middle Unit, Girds Creek-Richmond Junction, M.P. 9.3 to M.P. 12.6.

The job we completed last year is not good, but better than the Middle Unit. We have patched it well and will do some more as required.

CMW:pw

REFERRED TO
Beard
Cole
Eriksen
Hager
Reed
Sample
/ Watson LKW by NEM
Wolfe
[✓ Return] Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson
2 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
AUG 26 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8491 390

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
March 17, 1976

FILE: MAI 12-11
#390

FROM: Carl M. Williams
Regional Engineer

Carl M. Williams

SUBJECT: Richmond Junction-Girds Cr. Sec.
Service Creek-Mitchell Hwy.

TO: C. T. Keasey
Construction Engineer

J. H. Versteeg
Road Design Engineer

Two sections of this roadway were graded, based, and oiled in recent years. The final section was completed in the fall of 1975.

The oldest section is rutting and alligatoring. The newest section is potholing.

The base seems O.K.

Could you and some staff people come over to look at this? I believe that the correcting and maintaining of this section will be beyond the scope of maintenance funds and that some extraordinary steps will be required to save it.

We should also look at Wasco Bypass, rutting after two years; also Lake of the Woods and Greensprings west.

CMW:mr

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
3 Swenson
Anderson
Trout

RECEIVED
MAR 18 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8492 Hide Cr.-Philomath Sec. 1977
Alsea Hwy.
(grading & paving)

CcA 6030 2-9-77

CONTRACT 8492

Notify Fred when Payments are in process

Est. #	To KP	To CP	Voucher Dated	#	Remarks
-0-	3-14-77	3-22-77			
1	5-17-77	5-18-77	5-20-77	43750	
2	6-28-77	6-29-77	6-30-77	49540	
3	7-19-77	7-20-77	7-22-77	02237	✓
4	8-9-77	8-10-77	8-15-77	05718	✓
5SF	10-17-77	10-18-77	10-20-77	15257	✓
6PSF	12-12-77	12-14-77	12-16-77	23044	✓
7PS	2-7-78	2-9-78	2-13-78	30188	✓
8F	4-25-78	4-27-78	5-22-78	43341	✓

94-3 9

U.[illegible]PARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109
(206) 442-7000

March 27, 1979

[illegible] - handle 1k
4/4 copy to [illegible] w/attachments

Mr. L. W. Rulien
Program Management Engineer
Oregon Department of Transportation
207 State Highway Building
Salem, Oregon 97310

Re: EDA Project Number 07-51-03643
Road Overlay

Dear Mr. Rulien:

Our records show that construction of the project referenced above should be complete. Please be advised that the following material (except for the results of the Warranty Inspection) must be submitted to the EDA Regional Office before this project can be closed out:

1. A Final Acceptance Report signed by the project designer, the project coordinator (if applicable), the project inspector, and the grantee.
2. Two prints each of at least two photographs of the completed project. (This requirement applies only to those projects involving force account. All photographs must conform to the instructions in paragraph 37 of the Engineering and Construction Guidelines for Force Account Projects.)
3. The date that the final audit will begin.
4. The ending date of the project warranty.
5. Five copies of the Final Audit Report (increase of one from the audit instructions), one copy of the audit invoice, and two copies of any communication of material weaknesses in the internal accounting control. (This material should be provided in accordance with the Audit Instructions for Local Public Works Grants.)
6. The results of the Warranty Inspection for those projects not involving force account. (See paragraph 34 of the Engineering and Construction Guidelines.)

If you have any questions concerning this matter, please call Mr. Harvey Campbell in Seattle at (206) 442-7000.

Sincerely,

RECEIVED
[illegible] 1979

Ross B. Manley
Chief, Public Works

Enclosures

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 9, 1978

FILE:

FROM: C. T. Keasey Keasey
Construction Engineer

SUBJECT: EDA Project Audits

TO: H. S. Coulter
State Highway Engineer

A part of the requirements for receiving grant funding from the Economic Development Administration is that certain public works projects under this program must be audited in accordance with EDA instructions.

It has been my understanding that O.D.O.T. Finance would perform these audits as required, and I believe this was discussed with and received tentative approval of the Regional Office of EDA, subject to approval of the final audit proposal, et cetera.

The first of these EDA Projects, Hide Creek-Philomath Section, Project EDA 07-51-03643, was completed last fall and Vern Skoog was notified by D. H. Moehring's letter of October 18, 1977, that the final project records were ready for audit. We find now that O.D.O.T. Finance has done nothing toward conducting this project audit, and, according to Don Henry of that Section, they do not intend to do the required audit.

This has been drug out much too long and EDA is getting impatient. There is a good possibility that the EDA grant could be lost and we would then be required to fund the project(s) with State dollars.

If O.D.O.T. Administration agrees that the Finance Section cannot do this work, then I recommend that action be started immediately to go outside the department for the required work. I believe the Secretary of State's Office could perform this work, or it could be done by a private firm on a consultant basis.

There will no doubt be audit requirements on some of the Round II projects and I would hope that this matter can be resolved promptly.

CTK:fr

cc: Dick Unrein

NOTED
RICHARD UNREIN

8492

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

June 21, 1978

U.S. National Bank of Oregon
Eugene Main Branch
P.O. Box 10308
Eugene, OR 97401

Attention: Wendell Johnson
Loan Officer

Re: Wildish Corvallis Construction Co.

Gentlemen:

We have received safekeeping receipt 155371 for savings certificate for $44,620.29 maturing July 10, 1978. This replaces receipts 155362 and 155363 which totalled $49,620.29.

There is no change in the allocation to contract 8473. The $5,000.00 reduction applies to contract 8492 which has been finalled.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Wildish Corvallis Construction Co.

bc: **C.W. Head**
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

8492

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

May 31, 1978

U.S. National Bank of Oregon
Eugene Main Branch
P.O. Box 10308
Eugene, OR 97401

Attention: Wendell Johnson
Loan Officer

Re: Wildish-Corvallis Construction Co.
Contract 8492

Gentlemen:

This project has been finalled. The $5,000 securities deposited in lieu of retainage on this project may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Wildish-Corvallis Construction

bc: C.W. Head
R. Church
CW Barrett, Jr.

NOTED
C. W. HEAD

Form 81-734-3122

U.S. DEPARTMENT OF COMMERCE
Office of Audits
WESTERN REGIONAL OFFICE
450 Golden Gate Avenue
Box 36134
San Francisco, California 94102

May 8, 1978

OR. ST. Dep of TRANSPORTATION

LPW PROJECT # 07-51-03643
Hide Cr - Philomath Sec.

SUBJECT: Approved Audit Proposal or Engagement Letter
(Ref (1) & (2))

REFERENCE: Section IV C of:

(1) Instructions for Audit of Grants under Title I of the Public Works Employment Act of 1976 and Title I of the Public Works Employment Act of 1977, First Edition; July 1977.

(2) Audit Instructions for Local Public Works Grants under Title I of the Public Works Employment Acts of 1976 and 1977, Second Edition; March 1978.

Dear LPW Grantee:

A review of our files after our recent mailing (Ref (2)) indicates we have not as yet received a copy of the approved audit proposal or engagement letter for your Local Public Works (LPW) Grant. This letter is to call your attention to your responsibility for the selection and engagement of an auditor for your LPW project, and for forwarding a copy of the approved audit proposal or engagment letter to our office.

If you have any questions regarding this letter or the requirements for engaging an auditor, please call Mr. Doug Blankenship on (415) 556-0149.

Sincerely,

Miguel P. Barrios Jr.
Miguel P. Barrios, Jr., Manager
Western Regional Office
Office of Audits

PROJECT MANAGEMENT
COE
FAE 15
MAY 1[illegible] 1978
File:

5/11/78 copy to: V. E. Skoog
Paul Hatcher - TAA
C. T. Keasey

NOTED BY
RICHARD UNREIN

8492 8

May 1, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8492 awarded to Wildish Corvallis Construction Co. for work on the Hide Creek-Philomath Section of the Alsea Highway in Benton County was completed on September 17, 1977, and accepted by the State Highway Engineer on April 26, 1978.

Final payment in the amount of $7,395 will be released to the contractor after May 8, 1978. The total contract amount is $734,649.73 including $418.62 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Wildish Corvallis Construction Co.
P. O. Box 987
Corvallis, OR 97330

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8492 9

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION HIDE CREEK-PHILOMATH		WEEK ENDING: April 22, 1978
		SECTION PREFIX: 7896
	HIGHWAY: Alsea	COUNTY: Benton
NAME OF JOB: Hide Creek - Philomath	KIND OF WORK: Grading and Paving	
CONTRACTOR: Wildish-Corvallis Const. Co.	CONTRACT NUMBER: 8492	FEDERAL AID PROJECT NUMBER: EDA 07-51-03643
DATE OF CONTRACT: March 10, 1977	DATE WORK STARTED: April 8, 1977	ESTIMATED COMPLETION DATE: September 17, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR ~~DAYS~~ /work 160	WORK DAYS USED CALENDAR ~~DAYS USED~~ /work 172 1/2
PROJECT AUTHORIZATION. $776,643.50	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 108
EXCLUSIVE OF ENGINEERING: $715,059.43	ENGINEERING AUTHORIZATION $61,584.07	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $723,779	ENGINEERING COST TO DATE $41,125	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN 1.2 %	PERCENT OF AUTHORIZATION 67 %	DATE PROJECT WAS COMPLETED: September 17, 1977

Project Completed - Semifinal Data Submitted to Region2 Office on 10/10/77.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Cem.Tr.Base	
100	100	100	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS		PAVING
MILES IN PROJECT	6.14	6.14		6.14	6.14
MILES PARTIALLY COMPLETED	N/A	6.14		N/A	6.14
MILES COMPLETED	6.14	6.14		6.14	6.14
TOTAL ESTIMATED QUANTITIES (CONTRACT)	9,740 cy	1,800 ton		18,000 ton	24,400 ton
TOTAL QUANTITIES CORRECTED TO DATE	8,487 cy	5,250 ton		19,687 ton	27,206 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	8,487 cy	5,250 ton		19,687 ton	27,206 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
APR 24 1978
CONSTRUCTION BRANCH

Keasey
Jackmund
Hopkins
Williams
Johnson
Glenn

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	Week ending April 22, 1978.

REMARKS

Final paper work received and processed; payrolls and wage certifications submitted to Contract Payments Section, April 21, 1978.

Third Notification submitted April 21, 1978.

FINAL REPORT.

SIGNED ______ LOCATION Salem
Richard E. Nelson, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

UNITED STATES DEPARTMENT OF COMMERCE
Economic Development Administration
Washington, D.C. 20230

Hide CR - Philomath

April 19, 1978

008255

PROJECT MANAGEMENT
PME ☒ LGE ☐ CCE ☐ [✓ FAE ☐] OM ☐ CPE ☐
MAY 8 1978
TAA
File: PM FA LG OP

OREGON DEPT OF TRANSP
ATTN:
207 STATE HWY BLDG
SALEM OR 097310

Dear LPW Grantee:

Our records indicate that you are responsible for the attached list of Local Public Works (LPW) Round I and/or II grants. This list also identifies those LPW grants which are less than $120,000 or are funded by more than one Federal agency.

Enclosed are several copies of the "Audit Instructions for Local Public Works Grants Under Title I of the Public Works Employment Acts of 1976 and 1977," Second Edition, March 1978 and one extra copy of the audit program. Except for those situations described in the following two paragraphs, this Second Edition is to be used for the audits of all of the grants on the attached list. You may retain one copy of these Audit Instructions for your information and use, but you should furnish the other copies of the Instructions and the extra copy of the audit program to the auditor or accountant selected to perform the audits.

For those LPW grants of less than $120,000, the Department of Commerce, Office of Audits has prepared a statistical sampling plan to determine which of these LPW grants are to be audited. Accordingly, for those grants which are marked with a single asterisk (*), we do not require you to engage an auditor at this time. The Office of Audits will notify you by letter, prior to project completion, which of these grants have been selected for audit. For the selected grants, you will be encouraged to engage an auditor as soon as possible following notification.

For those grants on the attached listing distinguished by a double asterisk (**), you should not engage an auditor at this time. These grant projects are funded by at least one or more Federal agency in addition to EDA. Therefore, it is possible that another agency either will perform or arrange for the audit of the entire project, thus making it unnecessary for you to engage an auditor. The Department of Commerce, Office of Audits will furnish you written instructions, at a later date, concerning the audit of these grants.

Please direct your attention to the following sections of the LPW Audit Instructions which require your immediate attention and action:

A. Page 25, Section V A describes the requirements and provides instructions for a final audit, pursuant to Paragraph D 29 of the Standard Terms and Conditions of the LPW grant.

5/8/78 original to: Paul Hatcher w/attachments for audit.
copy for: C.T. Keasey
V.E. Skoog
K.H. [illegible]

B. Page 14, Sections IV A and B provide criteria to determine eligibility of accountants and auditors to perform audits of LPW grants.

C. Page 16, Section IV C outlines your responsibilities for the selection and approval of the auditor. Please note that the third paragraph encourages the engagement of independent public accountants by competitive negotiations, the receipt of a satisfactory audit proposal, and compliance with applicable State or local government practices in contracting for these services.

D. Pages 18 and 19, the last paragraphs of Section IV C 1 and 2 make reference to the sample audit proposal included as Appendix A, Part I of the Audit Instructions. A copy of the approved audit proposal or executed audit agreement should be sent to the applicable Regional Audit Manager listed on Page 40 of the Audit Instructions.

The Second Edition of the Audit Instructions is applicable to audits of all LPW grants. If arrangements have already been made to use the First Edition of the Audit Instructions for LPW I grants, it is unnecessary to substitute the Second Edition Audit Instructions. If arrangements have been made to use the First Edition Audit Instructions for audit of LPW II grants, however, the Second Edition Audit Instructions should be substituted for such audits, because significant revisions applicable to LPW II grants are contained in this Second Edition. Therefore, in situations where you have already accepted a proposal for audit of an LPW II grant based on the First Edition, please advise the auditor that the Second Edition should be used and some adjustment of audit fee may be accepted.

In order to expedite the orderly close out of your LPW grants and to obtain audit services in the most economical manner, you are urged to proceed immediately to engage the same auditor for all of your LPW grants even though some of the grant projects may not be completed. The auditor will thereby gain familiarity with the LPW Audit Instructions and with the projects while they are under construction which should enable the auditor to work more efficiently and economically.

If you have any questions concerning these Audit Instructions or need additional copies of the Audit Instructions, please contact the applicable Regional Audit Manager.

Sincerely,

Ward Miller, Jr.

Ward Miller, Jr.
Director for Local Public Works

Enclosures

GRANTEE NAME: OREGON DEPT OF TRANSP
CONTACT PER :
APPL ADDRESS: 207 STATE HWY BLDG
APL CITY : SALEM
APL STATE : OR
ZIP CODE : 097310

SEQUENTIAL
CONTROL NO.: 8253

LPW ROUND I PROJECTS

PROJECT NUMBER	EDA DOLLARS	PROJ CITY	PROJECT DESCRIPTION	ESTIMATED COMPLETION	AUDIT GUIDE SENT	AUDIT REPORT RECEIVED
075103643	$ 925.709		INST PAVEMENT OVERLAY	09-28-77	10-12-77	

Hide Ck- Philomath

* EDA DOLLARS LESS THAN $120.000.
** GRANT FUNDED BY MORE THAN ONE FEDERAL AGENCY

8492

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
JAN 31 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

January 31, 1978

noted
H. S. COULTER

Wildish Corvallis Construction Company
Post Office Box 987
Corvallis, OR 97330

Attention: Tim Hendrix

Re: Hide Creek-Philomath
Contract No. 8492
Contract Time Extension

Gentlemen:

Your January 25 and 26 letters to Mr. Coulter have been referred to this office for reply. I reviewed the field recommendations on your original request for additional time and made the recommendation to Mr. Coulter which was approved and set forth in the response you were given.

I reviewed the Weekly Reports of the activity on this project throughout its duration and all the change orders and actual quantities performed on the regular bid items. It was noted that there was no activity on the project at all from August 4 to September 6. This is over one month of prime construction season time. By August 4, the paving was all done, and we were showing the project as 85 percent completed with only 82 percent of the time elapsed. There were 29-1/2 contract days left at that time. The work remaining was mostly the guardrail. Since there was a significant overrun in the actual guardrail work, we saw some basis to recognize that factor when that work was being performed on liquidated damage time. We could identify guardrail activity on as much as seven days and adding a weekend, this became nine days, so the four-day extension granted for the overrun was approximately prorated to recognize a 50 percent overrun in the guardrail quantity.

As for holiday shutdown orders, these are considered for each individual job situation anticipated based mainly on the work and traffic effect. They are not defined in the specifications. I see no obligation to order a shutdown when there is no job activity.

It is very difficult for us to sanction extending contract time in the presence of such a long period of inactivity on the project. Perhaps this really comes down to the question as to who can claim the "float" time in a project. Apparently the contract allowed very adequate time for its performance. I think we find some guidance under Section 108.09 of the Standard Contract Specifications, particularly the first paragraph. There must be a bona fide cause beyond the control of the contractor actually affecting the time necessary for completion of the work. The added Price

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Agreement 3 and Extra Work Order 1 work were all accomplished, I believe, by the time the paving was completed. We therefore question whether the late completion was "actually necessary" because of these orders. Note the statement under 108.08 that time is of the essence of the contract and some of the other statements that follow it and in 108.03. These provisions of the contract seem to apply and justify the decision that was made in this matter.

From the information available to me, I cannot recommend changing it.

Sincerely,

John A. Bond

John A. Bond
Contract Administration Engineer

JAB:fr

cc: H. S. Coulter
Region 2

8492 9

WILDISH CORVALLIS CONSTRUCTION CO.
P. O. BOX 987
CORVALLIS, OREGON 97330
753-7388

January 26, 1978

RECEIVED
STATE HWY ENGR
JAN 30 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RE: Contract No. 8492, Alsea Highway

Dear Mr. Coulter:

Since writing to you yesterday in regards to a time extension on the above project, I have run across an item that everyone has apparently overlooked. Please consider the following as part of yesterday's request for time.

It is common practice with the state that shutdown orders are issued on holiday weekends and that no days are counted against project time on those holidays. On the Alsea Highway job, shut down orders were issued for Memorial Day (4 days) and for Independence Day (3½ days). Labor Day came and went with the day count running.

Please add four days to my request for time that I sent to you yesterday. That would make the total request 36 days.

Thanks, Mr. Coulter.

Respectfully,

Tim Hendrix

Tim Hendrix
Engineer

TH:ac
cc: Mr. Richard E. Nelson, Resident Engineer

cc: Mr. Gary Wildish, Vice President - Engineering
Wildish Companies

8492 8

WILDISH CORVALLIS CONSTRUCTION CO.
P. O. BOX 987
CORVALLIS, OREGON 97330
753-7388

January 25, 1978

RECEIVED
STATE HWY ENGR
JAN 26 '78
REFER TO
[illegible]
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☑ File ☐

H.S. Coulter, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Coulter:

Re: Contract No. 8492, Alsea Highway

I trust that you are appreciating the lull in construction activity during the rains as we are. During this lull, our time at Wildish is being spent trying to settle those difficult matters that became lost in the shuffle of activity during this past construction year. One of those matters is the subject of this letter.

Several months ago, on October 11, you mailed to Wildish your decision on the request for a time extension on the Hide Creek-Philomath Section of the Alsea Highway. (Refer to attachment for the Wildish request for time extension and the letter of September 1) In that letter, you granted a four day extension of time on the contract because of guardrail quantity overrun. The request was for 32 calendar days. I wish to explain again the reason for feeling this to be a fair request.

First, I requested 21 calendar days to cover the price agreement dated May 18, 1977. The actual agreement was No. 3. It called for contructing a left turn refuge at the intersection of the Corvallis-Newport and -Alsea highways. The work required excavation, cement-treated-base, concrete curbs and asphaltic concrete.

I feel that the request for 21 calendar days is legitimate because this was extra work on the project. All of it was above and beyond the original documents that allowed for a given number of calendar workdays to do a given amount of work. The Wildish crews used 15 workdays on this extra work and this converts to 21 calendar days, (x 7/5).

Extra work should be accompanied by extra contract time to do the work or I would propose that the contractor is at the owners mercy when it assigns extra work. The result can be to assess liquidated damages should time overrun that agreed upon before the extra work is discussed.

Perhaps I have belabored the point. I hope that you can agree to extra time for extra work as being a fair and logical request.

The second request that I made was for 4 calendar days to install Petromat and do additional cleaning and patching on Rock Creek Bridge. This additional work took 3 workdays. There is no speculation involved. Wildish is not trying to gather contract days in a basket. Again, the intent is to be compensated for days used as well as dollars spent. As of this date, there is still disagreement as to the extra costs involved, but the fact remains that time was spent doing the extra work and it amounted to 3 workdays or 4 calendar days.

Finally, the September 1 letter requested additional time for the additional guardrail work that was required. At the time that the letter was forwarded to the State via Mr. Nelson, Wildish anticipated that the extra quantities of guardrail could be installed in 5 work days, or 7 calendar days.

The actual time used is difficult to pinpoint because of delays in materials deliveries. You allowed for 4 calendar days in your letter of October 11. I doubt whether 4 or even 7 days is enough considering the lead time for materials delivery and so forth. Still, I do understand the problems associated with determining this additional time.

To summarize, the extra days requested in the September 1 letter and in the formal request of September 6 were necessary to cover work that was required beyond that called for in the original contract. The 32 calendar days are a reasonable approximation of the time used in completing the extra work.

Please review your decision on the extra time extension in light of this descussion. Your fair judgment is appreciated. I hope that you do in fact have a lull in activity during these rains. Believe me -- I can sympathize! I am looking forward to hearing from you.

Thank you,

Tim Hendrix

Tim Hendrix
Engineer

smb

Enclosures

cc: Mr. Richard E. Nelson, Res. Engr.
Oregon State Highway Division
2960 E. State St.
Salem, Oregon 97310
cc: Gary Wildish, Vice-President-Engineering
Wildish Companies

WILDISH CORVALLIS CONSTRUCTION CO.
P. O. BOX 987
CORVALLIS, OREGON 97330
753-7388

1 September 1977

Mr. Richard E. Nelson, Resident Engineer
Oregon State Highway Division
2960 E. State St.
Salem, Oregon 97310

Re: Contract #8492
Hide Creek--Philomath

Dear Sir:

The calendar day count on the above project runs out on Sept. 5, halfway through the day. This letter is to request an extension of time because of the following reasons:

a) The extra work agreement dated May 18, 1977 amounted to approximately 15 workdays. This converts to 21 calendar days.
b) Delays due to the addition of Petromat and additional cleaning and patching back on Rock Creek Bridge totalled three workdays. This converts to four calendar days.
c) The additional guardrail work for our subcontractor is anticipated to take five workdays. This converts to seven calendar days.

The total of the above that Wildish is requesting is 32 calendar days. Thank you for your consideration of this request.

Respectfully,

Timothy Hendrix

Timothy Hendrix
Engineer

AN EQUAL OPPORTUNITY EMPLOYER

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Sept. 6, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 160 days to 192 days, within which to complete our Contract No. 8492, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE Attached LETTER

Respectfully submitted,

WILDISH CORVALLIS CONSTRUCTION CO.
Contractor

By

CONSENT OF SURETY

Date September 6, 1977

We, UNITED PACIFIC INSURANCE CO., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

Resident Agent
BATES & BATES, INC.

8492 2

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 17, 1978

U.S. National Bank of Oregon
Eugene Main Branch
P.O. Box 10308
Eugene, OR 97401

Attention: Wendell Johnson

Re: Wildish Corvallis Construction Co.

Gentlemen:

The $20,000.00 released on contract 8492 is being applied to contract 8473 per Wildish Corvallis letter of January 13, 1978.

This increases the amount on deposit for contract 8473 to $44,620.29 and reduces the deposit on contract 8492 to $5,000.00.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Wildish Corvallis Construction Co.

bc: C.W. Head
R. Church
C.W. Barrett, JR. (Att.)

8492

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 6, 1978

Wildish-Corvallis ~~Construction~~ Co.
P.O. Box ~~987~~
~~Eugene,~~ OR 97330

Attention: Jim Landen

Re: Contract 8492

Gentlemen:

Retainage requirements on this project have been reduced to $5,000.00. You presently have $25,000.00 deposited in lieu of retainage. $20,000.00 may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8492

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 25, 1977

Wildish-Corvallis Construction
PO Box 987
Corvallis, OR 97330

Attention: Jim Landen

The $10,155.94 released on contract 8492 is being applied to contract 8473. This is in accordance with our phone call of October 20, 1977 and your confirmation letter.

This reduces the deposit for contract 8492 to $25,000 and increases the deposit for 8473 to $24,620.29.

Vernon E. Skoog
Controller

by ____________________________
James J. Kinns
Contract Accounting Executive

JJK:mm

NOTED
C. W. HEAD

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

U.S. DEPARTMENT OF COMMERCE
Office of Audits
WESTERN REGIONAL OFFICE
450 Golden Gate Avenue
Box 36134
San Francisco, California 94102

October 18, 1977

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE [✓ ☐] OPE ☐
OCT 21 1977
TAA ______ File: PM FA
LG OP

OREGON DEPT OF TRANSP
PROGRAM MANAGEMENT SECTI
207 STATE HWY BLDG
SALEM OR 97310

OR770928 075103643

Hide Cr. – Philomath
EDA GRANT.

Dear LPW Grantee:

Along with a letter dated October 12, 1977, from Mr. Ward Miller, Jr., Associate Director of the Office of Public Works, EDA, you were furnished copies of the Instructions for Audit of Grants under Title I of the Public Works Employment Act of 1976 and Title I of the Public Works Employment Act of 1977, to be used for the audit of your LPW grant. The letter called attention to your responsibilities for the selection and engagement of an auditor for your LPW project, and for forwarding a copy of the approved audit proposal or engagement letter to my office.

As yet, we have not received a copy of the audit engagement letter from you. In order to assure proper planning for the audit of this LPW grant, we urge you to engage an auditor as soon as possible in accordance with the procedures outlined in Section IV of the LPW Audit Instructions. If you have any questions, please contact my office. My telephone number is (415) 556-7223.

Sincerely,

for Jowdy R Johnson
Miguel P. Barrios, Jr., Manager
Western Regional Office
Office of Audits

10/21/77
ORIGINAL to V.E. Skoog
VERN, please reply to Mr. BARRIOS
with cc's to D.H. Moshring
& C.T. KEASEY. Dick Unrein

NOTED
RICHARD UNREIN

8492 8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 18, 1977

Wildish-Corvallis Construction
PO Box 987
Eugene, OR 97330

Attention: Jim Landen

Re: Contract 8492

Retainage requirements on this project have been reduced to $25,000. You presently have $35,155.94 deposited in lieu of retainage. $10,155.94 may be released or applied to another contract.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by __________________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: U.S. National Bank of Oregon

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

R [illegible] D
OCT 18 1977
[illegible]

NOTED
C. W. HEAD

UNITED STATES DEPARTMENT OF COMMERCE
The Assistant Secretary for Economic Development
Washington, D.C. 20230

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☒ OPE ☐
OCT 1[illegible] 1977
File: PM FA
TAA ________ LG OP

October 12, 1977

OREGON DEPT OF TRANSP
PROGRAM MANAGEMENT SECTI
207 STATE HWY BLDG
SALEM OR 97310

OR770928 075103643

Dear LPW Grantee:

Our records indicate that your Local Public Works project, identified by the project number shown above, will be completed prior to January 1, 1978.

Therefore, we have enclosed two copies of the Instructions for Audit of Grants under Title I of the Public Works Employment Act of 1976 and Title I of the Public Works Employment Act of 1977, First Edition, July 1977. These Instructions are to be used by public auditors and independent public accountants in their audits of all Local Public Works grant projects which are being completed prior to January 1, 1978. You may retain one copy of these Instructions for your information and use, but should furnish the other copy to the auditor or accountant selected to perform the audit.

We would like to direct your attention to the following sections of the LPW Audit Instructions which require your immediate attention and action.

A. Page 23, Section V A describes the requirements for a final audit, which is required by Paragraph D 29 of the Standard Terms and Conditions of the LPW grant. Section V A 2b provides instructions for assuring early engagement of the auditor and timely performance of the audit.

B. Page 13, Sections IV A and B provides criteria on the eligibility of accountants and auditors to perform audits of LPW grants.

C. Pages 14 and 15, Section IV C outlines your responsibilities for the selection and approval of the auditor. Please note that the first paragraph on Page 15 encourages the engagement of independent public accountants by competitive negotiations, requires the receipt of a satisfactory audit proposal and requires compliance with applicable State or local government practices in contracting for these services.

D. Pages 16 and 17, the last paragraphs of Sections IV C 1 and 2. Reference is made to the sample audit proposal included as Appendix A of the Audit Instructions and to the request to send a copy of the approved audit proposal or executed audit agreement to the applicable Regional Audit Manager listed on Page 28.

E. Page 18, Section IV E lists the material you should have ready to furnish the auditor.

In order to expedite the orderly close-out of your project, you are urged to proceed immediately to engage an auditor even though the project may not be completed. The auditor will thereby gain familiarity with the project while it is under construction which should enable the auditor to work more efficiently.

If you have any questions concerning these Audit Instructions, please contact the applicable Regional Audit Office listed on Page 28.

Sincerely,

Ward Miller, Jr.

Ward Miller, Jr.
Associate Director
for Local Public Works
Office of Public Works

Enclosures

Copies to: EDA Regional Director
Office of Audits, Regional Audit Manager

844

8

October 11, 1977

Wildish Corvallis Construction Company
Post Office Box 907
Corvallis, OR 97330

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8492 for work on Hide Creek-Philomath Section on the Alsea Highway in Benton County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of four days is granted because of guardrail quantity overrun. This leaves eight and one-half days liquidated damages in effect at $150 per day. We note that there was no activity on the project for over a month in August and September. The other reasons you cite really caused no apparent delay to the project completion.

Sincerely,

R. S. Coulter
State Highway Engineer

JAB:fr jv

bc: C. T. Keasey
Robert Church
Richard Nelson
Dick Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 7, 1977

FILE: CON 5 #8492

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Hide Creek-Philomath
Contract No. 8492
Request for Time Extension

Wildish-Corvallis Construction Company requests a 32-day extension of their contract time for three reasons:

1. An "extra work agreement" in May which apparently is referring to Price Agreement No. 3 which added a left turn refuge at the intersection of Corvallis-Newport and Alsea Highways at a price agreement figure of $21,460.

2. Delays due to the addition of petromat and cleaning of the Rock Creek Bridge deck. This is covered by Extra Work Order No. 1 in the amount of $450, and,

3. Additional guardrail work by a subcontractor. I find the Type 2-A guardrail bid item is overrun some 50 percent (from 1,475 ft. to 2,212 ft.).

This project was actually completed September 17 with only 12-1/2 days liquidated damages accrued at $150 a day.

The Resident Engineer's report on this request is enclosed. He makes a weak recommendation for 10 days, but the Region recommends denial. The reason for this is that there was no activity on the project at all from August 4 to September 6. By August 4, the paving was all done and the project was carried as 85 percent completed with only 82 percent of the time elapsed, so it was theoretically slightly ahead of schedule. There were 29-1/2 contract days left at that time. The work remaining was mostly the guardrail. Some guardrail posts were delivered to the project on August 31 and the guardrail work and some other minor finishing items were then performed.

I believe only the guardrail overrun could possibly be a valid reason for extension in this situation. In view of the months lack of activity, there was really time available to do all the guardrail work within the contract time. The fact is there is a significant overrun which was performed on liquidated damages, so perhaps we should recognize that much. By the Resident Engineer's analysis, this would be worth only two days. In reviewing his Weekly Reports, I can identify guardrail activity on as much as seven days.

Allowing for a weekend, this would be nine days, so I believe we could assign as much as four days to the guardrail quantity overrun. I therefore recommend only four days extension, leaving eight and one-half days liquidated damages in effect.

This is an EDA funded project. I assume this can be done on a delegated basis. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
ATE HWY ENGR
OCT 11 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

E-350 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Sept. 6, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 160 days to 192 days, within which to complete our Contract No. 8492, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED LETTER

Respectfully submitted,

WILDISH CORVALLIS CONSTRUCTION CO.
Contractor

By

CONSENT OF SURETY

Date September 6, 1977

We, United Pacific Insurance Co.

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

Resident Agent
BATES & BATES, INC.

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8492 Contractor Wildish-Corvallis Construction Co.

Highway Alsea

Section Hide Creek - Philomath

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend four day extension of contract time because of guardrail quantity overrun. This leaves eight and one-half days liquidated damages in effect at $150 per day.

Recommended for Approval:

Recommend denial - See Dick Nelson's 9/20/77 letter

Division Engineer

Ass't

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No.	8492
Project designation	EDA 07-51-03643 State Federal
Date awarded	March 10, 1977
Work started	April 8, 1977
Per cent completed	Sept. 17, 1977 Date
No. of Workdays Allowed	160
No. of Workdays Used	172 1/2
No. of Added Workdays Requested	32

SM*6296-734

WILDISH CORVALLIS CONSTRUCTION CO.
P. O. BOX 987
CORVALLIS, OREGON 97330
753-7388

1 September 1977

Mr. Richard E. Nelson, Resident Engineer
Oregon State Highway Division
2960 E. State St.
Salem, Oregon 97310

Re: Contract #8492
Hide Creek--Philomath

Dear Sir:

The calendar day count on the above project runs out on Sept. 5, halfway through the day. This letter is to request an extension of time because of the following reasons:

a) The extra work agreement dated May 18, 1977 amounted to approximately 15 workdays. This converts to 21 calendar days.
b) Delays due to the addition of Petromat and additional cleaning and patching back on Rock Creek Bridge totalled three workdays. This converts to four calendar days.
c) The additional guardrail work for our subcontractor is anticipated to take five workdays. This converts to seven calendar days.

The total of the above that Wildish is requesting is 32 calendar days. Thank you for your consideration of this request.

Respectfully,

Timothy Hendrix

Timothy Hendrix
Engineer

UNITED PACIFIC INSURANCE COMPANY

HOME OFFICE, TACOMA, WASHINGTON

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS, That the UNITED PACIFIC INSURANCE COMPANY, a corporation duly organized under the laws of the State of Washington, does hereby make, constitute and appoint

BEN BATES of CORVALLIS, OREGON------------------------------

its true and lawful Attorney-in-fact, to make execute, seal and deliver for and on its behalf, and as its act and deed

ANY AND ALL BONDS AND UNDERTAKINGS OF SURETYSHIP--------------

and to bind the UNITED PACIFIC INSURANCE COMPANY thereby as fully and to the same extent as if such bonds and undertakings and other writings obligatory in the nature thereof were signed by an Executive Officer of the UNITED PACIFIC INSURANCE COMPANY and sealed and attested by one other of such officers, and hereby ratifies and confirms all that its said Attorney(s)-in-fact may do in pursuance hereof.

This Power of Attorney is granted under and by authority of Section 37A of the By-Laws of UNITED PACIFIC INSURANCE COMPANY which provisions are now in full force and effect, reading as follows:

SECTION 37A – ATTORNEYS-IN-FACT

SECTION 1. The Board of Directors, the President, or any Vice-President or Assistant Vice-President shall have power and authority to: (a) appoint Attorneys-in-fact and to authorize them to execute on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof, and (b) to remove any such Attorney-in-fact at any time and revoke the power and authority given to him.

SECTION 2. Attorneys-in-fact shall have power and authority, subject to the terms and limitations of the power of attorney issued to them, to execute and deliver on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof. The corporate seal is not necessary for the validity of any bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof.

This power of attorney is signed and sealed by facsimile under and by authority of the following Resolution adopted by the Board of Directors of UNITED PACIFIC INSURANCE COMPANY at a meeting held on the 26th day of October, 1971, at which a quorum was present, and said Resolution has not been amended or repealed:

> "Resolved, that the signatures of such directors and officers and the seal of the Company may be affixed to any such power of attorney or any certificate relating thereto by facsimile, and any such power of attorney or certificate bearing such facsimile signatures or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by facsimile signatures and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached."

IN WITNESS WHEREOF, the UNITED PACIFIC INSURANCE COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereto affixed, this 8th day of July 1975.

UNITED PACIFIC INSURANCE COMPANY

Morris E. Brown

Executive Vice-President

STATE OF } ss.
COUNTY OF }

On this 8th day of July, 1975, personally appeared MORRIS E. BROWN ______, to me known to be the Executive Vice-President of the UNITED PACIFIC INSURANCE COMPANY, and acknowledged that he executed and attested the foregoing instrument and affixed the seal of said corporation thereto, and that Section 37A, Section 1 and 2 of the By-Laws of said Company and the Resolution, set forth therein, are still in full force.

Suzanne Holsey

My Commission Expires:

January 15, 1978

Notary Public in and for State of Washington

Residing at Tacoma

I, D. Keith Johnson, Assistant Secretary of the UNITED PACIFIC INSURANCE COMPANY, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney executed by said UNITED PACIFIC INSURANCE COMPANY, which is still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company this 6th day of September 1977

D. Keith Johnson

Assistant Secretary

WBDU-1431 ED. 6/74

Routing
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes
Richards
Glenn
Berg
Church
Gebauer
Widmer

RECEIVED
SEP 22 1977
CONSTRUCTION
SECTION

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OR
September 20, 1977

FILE: 7896
L

FROM: Richard E. Nelson
Resident Engineer

TO: John W. Sheldrake
REGION II ENGINEER

SUBJECT: Request for Extension
of Time
Contract 8492
Hide Creek-Philomath Section
Alsea Highway

Attached is a request for extension of time for the Hide Creek-Philomath section.

The contractor cites three reasons:

(a) Extra work agreement dated 5-18-77. This was a price agreement for extension of the project to include a left turn refuge on the Corvallis-Newport highway and reconstruction of the intersection.

The majority of this work was performed on 4 days. There was some other incidental work performed concurrent with other work on the project, but did not effect project progress.

(b) The petromat on Rock Creek bridge was performed as extra work, took 1-1/2 hours and was done at the end of a regular shift. The cleaning and patching on the bridge was not as would have been anticipated; the operation required 3 days to perform, one day is a generous recommendation.

(c) The additional guard rail required approximately 2 days to perform. ~ When ?

Guard rail was last work done - week of Sept. 17.

(a) 4 days
(b) 1 day
(c) 2 days
===
7 days = 10 days

However, the project was dormant from August 4 to Sept. 6; 31 days. The claimed delays were not a factor governing project completion. ✓

9-21-77 Rec: [illegible]

Recommend denial

160 days allowed
expired 9-5-77

9-22-77

OREGON STATE HIGHWAY DIVISION

CERTIFICATION OF FORCE ORDER COMPLETION

PROJECT Hide Creek-Philomath

STATE~~/COUNTY/CITY~~

FORCE ORDER NO. 1

HIGHWAY Alsea

CONTRACT NO. 8492

COUNTY Benton

F.A. NO. EDA 07-51-03643

DESCRIPTION OF WORK Drive Sheet Pile at Structure ends.

PREFIX 7896

DATE WORK STARTED April 5, 1977

DATE WORK COMPLETED June 22, 1977

I hereby certify that all work under the above order was performed as authorized.

Date September 22, 1977

Signature

Richard E. Nelson

Resident Engineer

Title

PROJECT MANAGEMENT

PME ☑ CCE ☑ OM ☐

LGE ☐ FAE ☑ OPE ☐

SEP 23 1977

File: PM FA LG OP

TAA ________

cc: Traffic
Program Management ✓
Contract Payments
Region 2 Engineer

OREGON STATE HIGHWAY DIVISION

CERTIFICATION OF FORCE ORDER COMPLETION

PROJECT Hide Creek-Philomath

STATE/~~COUNTY~~

FORCE ORDER NO. 2

HIGHWAY Alsea

CONTRACT NO. 8492

COUNTY Benton

F.A. NO. EDA 07-51-03643

DESCRIPTION OF WORK

PREFIX 7896

ermanent Pavement Striping.

DATE WORK STARTED 6-22-77 8-15-77

DATE WORK COMPLETED 7-22-77 8-15-77

I hereby certify that all work under the above order was performed as authorized.

Date September 23, 1977

Signature

Richard E. Nelson

Resident Engineer

Title

PROJECT MANAGEMENT
PME ☒ CCE ☑ OM ☐
LGE ☐ FAE ☑ OPE ☐
SEP 26 1977
TAA
File: PM FA
LG OP

cc: Traffic
Program Management ✓
Contract Payments
Region 2 Engineer

NOTED
RICHARD UNREIN

OREGON STATE HIGHWAY DIVISION

CERTIFICATION OF FORCE ORDER COMPLETION

PROJECT Hide Creek-Philomath

STATE/~~COUNTY/CITY~~

FORCE ORDER NO. 3

HIGHWAY Alsea

CONTRACT NO. 8492

COUNTY Benton

F.A. NO. EDA 07-51-03643

DESCRIPTION OF WORK

PREFIX 7896

Permanent Traffic Signing

DATE WORK STARTED June 21, 1977

DATE WORK COMPLETED June 22, 1977

I hereby certify that all work under the above order was performed as authorized.

Date September 20, 1977

Signature

Richard E. Nelson

Resident Engineer Title

PROJECT MANAGEMENT

PME ☒ CCE ☐ OM ☐

LGE ☐ FAE ☒ OPE ☐

SEP 21 1977

File: PM FA

TAA ________ LG OP

cc: Traffic

Program Management ✓

Contract Payments

Region 2 Engineer

OREGON STATE HIGHWAY DIVISION

CERTIFICATION OF FORCE ORDER COMPLETION

PROJECT Hide Creek-Philomath

STATE/~~COUNTY/CITY~~ FORCE ORDER NO. 4

HIGHWAY Alsea

CONTRACT NO. 8492

COUNTY Benton

F.A. NO. EDA 07-51-03643

DESCRIPTION OF WORK Provide Mail Box Posts

PREFIX 7896

DATE WORK STARTED June 27, 1977

DATE WORK COMPLETED June 27, 1977

I hereby certify that all work under the above order was performed as authorized.

Date September 22, 1977

Signature
Richard E. Nelson
Resident Engineer Title

cc: Traffic
Program Management ✓
Contract Payments
Region 2 Engineer

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☐ FAE ☑ OPE ☐
SEP 22 1977
File: PM FA
LG OP
TAA

#8492

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
HIGHWAY BUILDING, SALEM, OREGON 97310

September 16, 1977

U.S. National Bank
Eugene Main Branch
P.O. Box 10308
Eugene, OR 97401

Attention: Wendell Johnson
Loan Officer

Re: Wildish Corvallis Construction Co.

We have received safekeeping receipt 151093 for savings certificate 324033 in the amount of $14,464.35 maturing December 8, 1977. This amount is to be held in lieu of retainage on contract 8473.

We have also received safekeeping receipt 151094 for savings certificate 324034 in the amount of $35,155.94 maturing December 8, 1977. This amount is to be held in lieu of retainage on contract 8492.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

NOTED
C. W. HEAD

cc: Wildish Corvallis Construction Co.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

September 7, 1977

(206) 442-7500

Mr. L. W. Rulien
Program Management Engineer
Oregon Department of Transportation
207 State Highway Building
Salem, OR 97310

Moehring
R

Re: EDA Project No. 07-51-03643
Road Overlay

Dear Mr. Rulien:

Our records indicate you have or are nearing completion of this project. We are requesting that you forward the following information upon acceptance of the project by your governing body, such as the City Council, County Commissioners or Board of Directors:

1. the date the total project became 100% physically completed,
2. the date the project was accepted by the governing body,
3. the date the final audit could be started, providing audit guidelines are made available, and
4. the duration of project warranty.

If you have any questions concerning this request they should be directed to the EDA Project Engineer, John Murphy phone (206) 442-7500.

Sincerely,

Donald L. Gould

Donald L. Gould
LPW Division

cc: C. T. Keasey
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

RECEIVED
SEP 11 1977
Policy Development

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGF ☐ FAE ☒ OPE ☐
SEP 13 1977
File: PM FA
TAA LG OP

#8492

8

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

August 29, 1977

(206) 442-0596

CERTIFIED MAIL

NOTED
H. S. COULTER

Mr. H. S. Coulter
State Highway Engineer
State Highway Building
Salem, OR 97310

Re: EDA Project No. 07-51-03643
Hide Creek-Philomath Section
Alsea Highway

Dear Mr. Coulter:

A review of your LPW Project reveals the need for a budget revision. The approved budget expressed an estimated financial plan for carrying out the purpose of the project. However, a recent evaluation by this office now indicates that the amount of grant funds authorized and considered necessary to complete the objective of your grant-supported program are in excess of what is actually needed to complete your approved project.

This budget revision results primarily from the underrun in construction costs as determined by the bid opening(s) and/or the excessive amount established in the "Contingency" line item of the approved budget which remains unallocated. The attached budget, Form ED-508, has been amended to reflect current needs, including a reasonable amount for project contingencies.

9-13-77
ay Keasey
& Mocking
[illegible]

RECEIVED
STATE HWY ENGR
SEP 2 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Please be advised that we are taking the necessary actions to deobligate the excess funds and to amend your second letter of credit.

With warm regards,

C. Mark Smith
Regional Director

Attachment: Form ED-508

FORM ED-508 LPW
(9-76)

U.S. DEPARTMENT OF COMMERCE
NOMIC DEVELOPMENT ADMINISTRATION

Attachment No. 1

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-03643 State Oregon County Benton (project site)

Line Items	Proposed	Approved	
Administrative Expense	$ -0-	$ -0-	
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	-0-	-0-	
Other Architectual Engineering Fees	-0-	-0-	
Project Inspection Fees	69,428	54,285	(1)
Relocation Expenses	-0-	-0-	
Relocation Payments to Individuals and Businesses	-0-	-0-	
Demolition and Removal			
(a) Labor	-0-	-0-	
(b) non-Labor	-0-	-0-	
Construction and Project Improvement			
(a) Labor	154,285	154,285	
(b) non-Labor	617,139	617,139	
Equipment	-0-	-0-	
Contingencies	84,857	-0-	(2)
Total Estimated Costs	$ 925,709	$ 825,709	(3)

Remarks:

(1) Reduced to project needs (\$15,143)

(2) Reduced to project needs (\$84,857)

(3) Reduced to current project needs. \$100,000 has been deobligated.

#8492

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 26, 1977

Mr. Art Banks
Finance Section
Economic Development Administration
Room 1848 New Federal Building
Seattle, WN 98174

Dear Mr. Banks:

EDA Project 07-51-03643
Hyde Creek-Philomath Section
Alsea Highway, Contract No. 8492

Confirming my telephone conversation this date with Karen of your office, the line item entries on Form ED113 should be as follows:

Project Inspection Fees	$ 54,285
Construction and Project Improvement Costs	771,424
Total	$825,709

Please make these entries on Form ED113 for the subject project.

Very truly yours,

C. T. Keasey
Construction Engineer

CTK:ia

bc H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
John Sheldrake

NOTED
J. H. VERSTEEG

RECEIVED
TECHNICAL SERVICES
AUG 26 '77
REFER TO
FOR

Info	Inves	R/D	C/R	Sign	Act	File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OUTLAY REPORT AND REQUEST FOR REIMBURSEMENT FOR CONSTRUCTION PROGRAMS

8-16-77

[illegible]

2. Federal Grant Number or Other Identifying Number
07-5 03643

1. Type of Request
☒ Final
☐ Partial

4. Basis of Request
☐ Cash
☒ Accrued Expenditure

5. Partial Payment Request Number
(2)

6. Employer Identification Number
93-600-1765

7. Grantee/Borrower Account Number or Identifying Number

8. Period Covered (Month, Day, Year)
FROM 2 | 9 | 77 TO 8 * | 16 * | 77 *

9. Name of Grantee/Borrower
OREGON STATE DEPT. OF TRANSPORTATION
street number and name
city SALEM state OREGON zip code 97310

10. Name of Payee (If different than Item 9)
street number and name
city state zip code

11. STATUS OF FUNDS

CLASSIFICATION	PROGRAMS-FUNCTIONS-ACTIVITIES (1) Budget per Grant	(2) Revised Budget	(3) Total Costs incurred to date	TOTAL
a. Administrative expense	$	$	$	$
b. Preliminary expense				
c. Land, structures, rights-of-way				
d. Architectural engineering basic fees				
e. Other architectural engineering fees				
f. Project inspection fees	69,428.00			69,428.00
g. Land development				
h. Relocation expense				
i. Relocation payments to individuals and businesses				
j. Demolition and removal				
k. Construction and project improvement cost	771,424.00			771,424.00
l. Equipment				
m. Miscellaneous cost (contingencies)	84,857.00			84,857.00
n. Total cumulative to date (Sum of Lines a-m)	925,709.00		825,709.00 *	925,709.00
o. Deductions for program income			-0- *	
p. Net cumulative to date (Line n minus Line o)			825,709.00 *	925,709.00
q. Federal share to date %			825,709.00 *	925,709.00
r. Rehabilitation grants (100% reimbursement)				
s. Total Federal share (Sum of Lines q and r)			825,709.00 *	925,709.00
t. Federal payments previously requested				462,855.00
u. Amount requested for reimbursement	$	$	$ 362,854.00	$
v. Percent of project completed %			95% *	

12. CERTIFICATION- I certify that to the best of my knowledge and belief the billed costs of disbursements are in accordance with the terms of the project and that the reimbursement represents the Federal share due which has not been previously requested and that an inspection has been performed and all work is in accordance with the terms of the grant.

93-600-1765		2	9	77	8	16	77

9. Name of Grantee/Borrower OREGON STATE DEPT. OF TRANSPORTATION street number and name city SALEM state OREGON zip code 97310	10. Name of Payee (If different than Item 9) street number and name city state zip code

11. STATUS OF FUNDS

CLASSIFICATION	PROGRAMS–FUNCTIONS–ACTIVITIES (1) Budget per Grant	(2) Revised Budget	(3) Total Costs incurred to date	TOTAL
a. Administrative expense	$	$	$	$
b. Preliminary expense				
c. Land, structures, rights-of-way				
d. Architectural engineering basic fees				
e. Other architectural engineering fees				
f. Project inspection fees	69,428.00			69,428.00
g. Land development				
h. Relocation expense				
i. Relocation payments to individuals and businesses				
j. Demolition and removal				
k. Construction and project improvement cost	771,424.00			771,424.00
l. Equipment				
m. Miscellaneous cost (continguencies)	84,857.00			84,857.00
n. Total cumulative to date (Sum of Lines a-m)	925,709.00		825,709.00 *	925,709.00
o. Deductions for program income			-0- *	
p. Net cumulative to date (Line n minus Line o)			825,709.00 *	925,709.00
q. Federal share to date %			825,709.00 *	925,709.00
r. Rehabilitation grants (100% reimbursement)				
s. Total Federal share (Sum of Lines q and r)			825,709.00 *	925,709.00
t. Federal payments previously requested				462,855.00
u. Amount requested for reimbursement	$	$	$ 362,854.00	$
v. Percent of project completed %			95% *	

12. CERTIFICATION. I certify that to the best of my knowledge and belief the billed costs of disbursements are in accordance with the terms of the project and that the reimbursement represents the Federal share due which has not been previously requested and that on inspection has been performed and all work is in accordance with the terms of the grant.

a. GRANTEE/BORROWER		b. STATE, LOCAL, OR FEDERAL GOVERNMENT REPRESENTATIVE	
Name * C. T. Keasey		Name	
Title * Construction Engineer	Telephone No. *(503)378-6318	Title	Telephone No.
Signature of Authorized Official	Date *Aug. 16, 1977	Signature of Authorized Official	Date

EDA REGIONAL OFFICE RECOMMENDATION

Is project phased Yes_____ No_____

Based on certifications supplied by the Grantee and subject to final audit I recommend approval of this requisition in the amount $________________.

Date______________________ By__________________________
Project Engineer

Date______________________ By__________________________
Chief, Public Works Division, WRO

Based on the foregoing certifications, I recommend approval of this requisition.

Date______________________ By__________________________
(Regional Counsel)

(not required to be executed for interim payments)

EDA WASHINGTON OFFICE RECOMMENDATION

On the basis of the foregoing reviews and recommendations, I recommend approval of the requisition in the sum of $________________.

Date______________________ By__________________________
(Office of Public Works, EDA)

1.	Total grant authorized by Grant Agreement	$________________
2.	Total adjusted EDA participation if different	$________________
3.	Regional Commission funds	$________________
4.	Total of 1 and 3 or 2 and 3, whichever is applicable	$________________

8492

8

August 5, 1977

Mr. Jack R. Kalinoski
Public Affairs Manager
The Associated General Contractors
of America, Inc.
1008 N.E. Multnomah Street
Portland, OR 97232

Dear Mr. Kalinoski:

Reference is made to your letter of August 3, 1977, concerning the Economic Development Administration Project No. 07-51-03643. This project is described as follows:

> Contract No. 8492, grading and paving on the Hide Creek-Philomath Section of the Alsea Highway beginning approximately 6½ miles southwest of Philomath in Benton County.

The prime contractor on this project is Wildish Corvallis Construction Co., P. O. Box 987, Corvallis, OR 97330. The contract price is $675,367.40. The contract was awarded on March 10, 1977, and the estimated completion date is September 1, 1977.

Our Construction Office informs us that there are four subcontractors on the project as follows:

J. F. Shea Co., Inc., 655 Brea Canyon Rd.,
Walnut, CA 91789
JWJ Contracting Co., Inc., 4543 E. University Dr.,
Phoenix, AZ 85034
JB Rock Products, Inc., P. O. Box 111,
Jefferson, OR 97352
F. H. McEwen Construction, 86430 Franklin Blvd.,
Eugene, OR 97405

We would be interested in receiving a copy of the survey.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda

THE ASSOCIATED GENERAL CONTRACTORS
of America, Inc.

1977

OREGON COLUMBIA
CHAPTER

CHAPTER OFFICE
[illegible] Portland
[illegible] Street
Portland, [illegible]
Phone: [illegible]
Kenneth W. Tweedt, *Manager*

DISTRICT OFFICE
[illegible] Building
1445 Willamette Street
Eugene, Oregon 97401
Phone: 345-4122

1174 Commercial Street, S.E.
Salem, Oregon 97302
Phone: 585-5758

OFFICERS
Richard Geary, *President*
Daryl Mason, *Vice President*
John Bigan, *2nd Vice President*
W. H. Gregory, *Secretary-Treasurer*

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H. A. Andersen
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Joe Brown
John C. Compton
Harry A. Dick, Jr.
Leonard Forsgren
Dick Franzke
Richard Geary
W. H. Gregory
Henry Hannan
W. T. Harper
Richard Hatch
Al Jensen
Paul Johnson
Jim Juhr
Dale Lininger
John Loosley
George H. Lord
Daryl Mason
Larry Mattson
Don Miller
Mark Peters
Austin Pitcher
Bill Robertson
Win Sivers
Harry Thompson
Paul Triem
Frank Ward
Bob Westermann
Jim Wright

NATIONAL DIRECTORS
Lloyd Babler, Sr.
Paul E. Emerick
W. H. Gregory
Carl M. Halvorson
Wm. T. Peckham
W. Ray Rogers
R. A. Schrader

August 3, 1977

Oregon Department of Transportation
135 Highway Building
Salem, OR 97310

Gentlemen:

The Economic Development Administration advises us that, through authority of the Local Public Works Act, a grant has been made to finance a construction project for the Oregon Department of Transportation. The information supplied to us is as follows:

Project No.	Description	Project Location	Date Obligated	EDA Obligation
75103643	Inst Pavement Overlay	Salem OR	2/26/77	$925,709

We are attempting to measure the effectiveness of this program and would be grateful if you would supply us with the names and addresses of all contractors to whom you have awarded construction contracts for this project, together with some other contract information. We will then try to gather appropriate information from those contractors.

One of the things we hope to find out from this effort is the actual amount of employment provided by this project. If you would be interested in receiving the results of this information when it is compiled, please indicate accordingly in your response to this letter.

Very truly yours,

Jack R. Kalinoski mw
Jack R. Kalinoski
Public Affairs Manager

maw

- -

Name & Address of Contractor	Contract Price	Date of Contract Award	Estimated Date of Contract Completion

NOTED
W. HEAD

8442 8

OREGON STATE HIGHWAY DIVISION
3700 Philomath Highway
Corvallis, OR 97330

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 2, 1977

Mrs. Edith Babione
Star Route 2
Philomath, OR 97370

Dear Mrs. Babione;

I am writing, as a follow-up to our meeting at your home on August 1, 1977. I am sorry that your dogs died, and I have made inquiries as to whether anyone has ever encountered this problem around asphalt paving before. So far, I have not been able to find any evidence that would indicate that your dogs could have been effected by the construction work in front of your home. I have been around asphalt paving for over 20 years. Many times dogs and cats have been present, and none have suffered any ill effects to my knowledge.

I am sorry I can not take you up on your gratuitous offer of the dog. I have all I can take care of now, but as I promised, It will see if I can find someone who could give her a good home, as she is a fine looking pedigreed animal.

Please do not hesitate to write or call me if I may be of service to you.

Sincerely,

Richard E. Nelson
Resident Engineer

cc: H.S. Coulter, with enclosure ✓
Region II Office, with enclosure
James Blair
Project Files

NOTED
H.S. COULTER
K

RECEIVED
STATE HWY ENGR
AUG 4 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-734-3122

Benton County Public Works Department

360 S.W. AVENUE AVENUE
PHONE 757-6821 CORVALLIS, OREGON 97330

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

July 29, 1977

Mrs. Edith Babione
Star Route 2
Philomath, Oregon 97370

Dear Mrs. Babione:

I received your letter of July 24, 1977, outlining the death of your animals. The circumstances of their death does sound strange and will be investigated by the Resident Engineer on that Highway 34 construction project. He should be contacting you shortly.

I do not know of any substance present in the asphaltic materials which would cause harm as a result of breathing; but I assure you the Resident Engineer is quite competent and experienced and should be able to determine if the paving project was responsible for the death of your dogs.

Sincerely,

James E. Blair

James E. Blair, P.E.
Director of Public Works

JEB:cb

cc: Dick Nelson,
Resident Engineer

RECEIVED
AUG 01 1977
RESIDENT ENGR.
R. E. NELSON

Mrs. Edith Babione
Star Rt 2

Re: Hwy 34 construction

Philomath Ore
July 24-77

Dear Jim Blair;

The Governor said I should write to you. They are fixing our highway & when they paved the first hot tar the fumes nearly got Dal. He said he thought he wouldn't make it into the house, I raise Chihuahuas Dogs. Have for 27 years. Two of my best ones were in yard they died that nite. and more three days later. all three were heavy with pups.

Popcycle I paid #75 for. The dogs that were inside were all right. also lost 2 persian Kittens. They slept in Big Chair on porch. They both died 2 days later. When ever we see them coming we shut & lock dogs in Kennel till their fixing road farther up. Now this is state Highway 34. We call it the Alsea Road. I live 4 miles out, across from old mill site. place is on right side of road. Your welcome to come out & look us over.

I own this place, Have taxes paid, also paid #5 per dog. Sincerely
Edith Baker

8492

8

**OREGON STATE
HIGHWAY DIVISION**

3700 Philomath Highway
Corvallis, OR 97330

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

NOTED
H.D. COULTER
K

RECEIVED
STATE HWY ENGR
AUG 4 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

August 1, 1977

Mr. Roy Eaton
P.O. Box 74
Alsea, OR

Dear Sir:

Your July 19, 1977 letter, relative to the construction activities on the Alsea Highway, has been refered to me. I am Resident Engineer for the Highway Division administering the construction contract.

The construction work on this section has been in progress since early April. The work in progress on July 18 was placement of the asphaltic concrete wearing surface.

At each end of the project there is, and has been all during construction, a "ROAD CONSTRUCTION NEXT 6 Miles" sign with amber flasher. The work in progress did require the closing of one lane of this two lane highway. The work area traffic must then be controlled by flagmen. In advance of each flagman there is; a Road Construction Ahead sign, (with amber flasher), "Construction Speed 25" sign, "Be Prepared to Stop" sign, and a "Flagmen Ahead" sign. These signs are placed approximately 500 feet apart and are attenuated by high level flourescent orange flags. The placement and proper maintenance of these signs is checked periodically during each day by the project inspector.

Review with the inspector confirms that, as you noted in your letter, the caution signs were up, as work was in progress. The flag you noted being passed from the woman doing the flagging, is a method by which one flagman communicates with the other that they may allow traffic to proceed, with flag being passed back and forth continually during the work day.

The woman doing the flagging was doing her job of protecting the workmen and the traveling public in the construction area. Her job is to see to it that the traffic proceeds through the one way area without conflict at the as posted 25 M.P.H..

I assure you that every reasonable effort is made to insure that the traveling public can pass the construction area with the maximum of safety and convenience.

Form 81-734-3122

I hope I have satisfactorily explained what the situation was you encountered and why you encountered it. Should you have any other questions or comments about activities on this or other state highway construction projects in this area, please feel free to contact me at my office at 3700 Philomath Highway in Corvallis; telephone 757-4196.

Sincerely,

Richard E. Nelson
Resident Engineer

cc: H.S. Coulter
Region II Office
Project Files

July 19 - 77

Oregon Hwy Dept.

I was driving July 18 to Corvallis from Alsea about 11$^{\underline{30}}$ Am they had Caution signs from Alsea Mt to Philomath I was driving about 60 PMH the road was clear for 2 miles I came up on a rise there was flag woman & pick up stopped & talking to her - Pick up had flag I lost about \$5 of rubber off tires. They was no cars for at least 1/2 mile a head. Good chance of smash up - I had 1977 Toyota

Nobody was a head or behind till I came to this foolish girl & man in pick-up

Sincerly
Roy Eaton
Alsea
Oreg
P.O. BX 74

RECEIVED
STATE HWY ENGR
JUL 25 '77
REFER TO Shellbrede
FOR

Info	Inves	R/O	D/R	Sign	Act	File

8492

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ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
JUL 6 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

July 6, 1977

NOTED
H. S. COULTER

Mr. John Murphy
L.P.W. Division
Economic Development Administration
New Federal Building
2nd & Madison, Room 644
Seattle, WA

Re: EDA Project No. 07-51-03643
Quarterly Performance Report
Hide Creek-Philomath Section
Alsea Highway
Contract No. 8492

Dear Mr. Murphy:

The subject project is progressing very satisfactorily and should be completed well within the allowed contract time.

The general excavation, cement treated base, drainage items and the rubber-asphalt chip seal are all basically completed. There remains some incidental work to do for approaches, mail box turnouts, et cetera. The asphalt concrete leveling course is completed and the base lift of asphalt concrete is expected to be completed this week, with the wearing surface expected to be completed by the end of next week.

There has been an overrun of approximately 75 percent in the item for Class "C" asphalt concrete in the leveling course due to an error in the cross-section used for calculating the original estimated quantities. This, however, is only about 12-13 percent of the total quantity of Class "C" asphalt concrete.

The estimated total cost of the project when completed, including price agreements, extra work orders, state force work orders, contingencies and engineering is now $785,000.

The project extension on the easterly end, consisting of a left turn refuge from the Corvallis-Newport Highway to the Alsea Highway, which was done under a negotiated price agreement for approximately $21,400, has been completed except for some minor incidental work and is proving to be a very worthwhile addition to the project, providing a safer and more convenient facility for the traveling public.

The formerly proposed extension of the project on the westerly end, which would have used all the remaining grant funds, has been abandoned due to inability to negotiate justifiable unit prices with the contractor.

Very truly yours,

C. T. Keasey
Construction Engineer
Project Coordinator

CTK:fr

bc: H. S. Coulter
E. S. Hunter
Dave Moehring
Bob Royer
Dick Nelson

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

Tele: 206-442-7500

May 26, 1977

Mr. L.W. Rulien
Program Management Engineer
Oregon Department of Transportation
207 State Highway Building
Salem, OR 97310

Re: EDA Project No. 07-51-03643
Highway Surfacing

Dear Mr. Rulien:

We are in receipt of Mr. C.T. Keasey's letter of May 24, 1977 which was hand carried to this office May 25, 1977. The proposed change on the easterly end of the project seems to be within the concept of the project. Therefore we have no objections to this extension being covered by an engineering change order.

We have been given to understand that funds are available in the construction line item of the budget to cover this change order.

Sincerely,

Donald L. Gould

Donald L. Gould
LPW Division

cc: Mr. C.T. Keasey
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

PROJECT MANAGEMENT

MAY 31 77

REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	See me

NOTED
D. E. SWAN

NOTED
RICHARD UNREIN

8492

p

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
MAY 25 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

May 24, 1977

NOTED
E. S. HUNTER

Mr. John Murphy
LPW Division
Economic Development Administration
New Federal Building
2nd & Madison, Room 644
Seattle, WA

Re: Minor Project Extension
Hide Creek-Philomath Section
Alsea Highway, Contract No. 8492
EDA Project No. 07-51-03643

Dear Mr. Murphy:

Some time ago, I discussed with you by telephone the utilization of the remaining grant funds on the subject project through extensions on both ends of the project.

We have been unable to successfully negotiate what we believe would be equitable unit prices for the larger extension on the westerly end of the project and we are therefore abandoning that proposal.

We have been successful in negotiating an agreement with the contractor to construct the extension on the easterly end of the project, consisting of widening and overlay work on the Corvallis-Newport Highway to provide a left turn refuge for westbound traffic. The estimated cost of this work is $21,460.

I am enclosing a plan and typical cross-section of the proposed project extension, together with a copy of the Price Agreement negotiated with the contractor, price justification by our Cost Analysis Unit and explanation of the proposed work by our Project Engineer.

There is a price differential on the Cement Treated Base material after June 1 since the other similar work will have been completed and the mixing equipment is to be moved to another project, thus necessitating commercial purchase of the material at a higher unit cost.

We believe this is a very worthwhile addition to the existing contract and strongly recommend your approval. No work will be done under this price agreement until receipt of your approval.

Advance telephone approval, followed by written confirmation, would be appreciated in order to take advantage of the lower Cement Treated Base unit price.

Very truly yours,

C. T. Keasey
Construction Engineer

CTK:fr
Enclosures

bc: E. S. Hunter
G. W. Wimer

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

Send copies to
Stan
Kearney
Bev

Sent 5/17/77

16 77

REFERRED

FOR

Info	Investigate	R C	Action	File	Letter	See me
X						

NOTED
D E. SWAN

May 12, 1977

Mr. L.W. Rulien
Oregon Management Section
207 State Highway Bldg.
Salem, OR 97310

Re: EDA Project No. 07-51-03643
Highway Surfacing

Dear Mr. Rulien:

We are in receipt of your letter of May 6, 1977 and pay rolls, and EDA concurs with the evidence you have submitted that as of April 19, 1977 on-site labor on the project commenced. This satisfies the requirement of start of on-site labor within 90 days of your receipt of the grant offer.

You may now draw against your Letter of Credit for eligible expenses incurred for this project. Your attention is directed to the instructions for disbursement procedures and related reporting requirements appearing on pages 11 through 15, and Exhibits 1 through 6, in the Engineering and Construction Guidelines for the Local Public Works Capital Development and Investment Program.

By now, you have probably received a copy of your Letter of Credit, authorizing the Federal Reserve bank to release a portion of the Grant amount to you in a series of draws, to be requested by you as cash needs arise. Each draw is to be for at least $10,000, unless the remaining availability is less than that amount. The draw is to be initiated by presentation of Form TUS-5401 (Payment Voucher on Letter of Credit) to the commercial bank you have designated for this project, for forwarding to the Federal Reserve Branch Bank indicated in your Letter of Credit. If your request is in order, the amount being drawn will be transferred from the Federal Reserve to your commercial bank and then to your checking account. The commercial bank should advise you when the amount drawn is actually on deposit and available to you for disbursement.

The "amount authorized" in the initial Letter of Credit may be drawn without any further approval from this agency. However, availability of the remainder of the Grant will

NOTED
RICHARD UNREIN

require EDA action to increase the amount authorized by amendment of the letter of credit. Such action is to be preceded by your submission to this office of a completed Form ED-113 (Outlay Report and Request for Reimbursement for Construction Programs), together with your certification, and our project engineer's concurrence, that project construction is at least 40 percent complete. At this time, the remainder of the Grant amount will be authorized in most cases. You will receive an adequate supply of Form ED-113, together with detailed instructions for its preparation, prior to reaching 40 percent completion.

Please also note that Form CD-286 (Report on Federal Cash Transactions), is to be submitted within 15 working days after the close of each calendar quarter. A supply of this form should have been included in the mailing which transmitted your copy of the Letter of Credit.

If you have questions regarding the matters discussed above, please contact the EDA project engineer assigned to this project.

Sincerely,

Donald L Gould

Donald L. Gould
LPW Division

cc: U.S. National Bank of Oregon
Main Branch
321 S.W. Sixth
Portland, Oregon 97208

"State Treasurer"
Acct. #010-0300-425

8492 15

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING . . . . . . SALEM, OREGON 97310

May 6, 1977

Mr. John Murphy
L.P.W. Division
Economic Development Administration
1700 Westlake Ave. North
Seattle, WA 98109

Re: Project No. 07-51-03643
Hide Cr.-Philomath Section
Alsea Highway
Contract No. 8492

Dear Mr. Murphy:

Enclosed for your files are copies of J. B. Rock Products' certified payroll for the week ending April 23, 1977. You were notified previously that the prime contractor had commenced erection of construction signing prior to April 15. J. B. Rock Products, a subcontractor on the project, commenced removal of box culvert parapets on April 19. A copy of the April 23, 1977 Field Engineer's Weekly Report is also enclosed showing other work performed during the week that directly involves permanent improvements.

I believe this satisfies the EDA requirement of evidence that on-site labor commenced prior to the May 4, 1977 deadline. Please advise if other data is needed.

Very truly yours,

C. T. Keasey
Construction Engineer

By Warren Richards
Warren Richards
Construction Office Engineer

NOTED
E. S. HUNTER

WR:mk

Attach.

bc: E. S. Hunter

RECEIVED
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MAY 9'77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-734-3122

8492

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

April 20, 1977

NOTED
E. S. HUNTER

Warren Richards

FROM: Warren Richards
Construction Office Engineer

SUBJECT: Hide Cr. - Philomath
Contract 8492
EDA No. 07-51-03643

TO: THE FILES

I received a telephone call this date from John Murphy of the Seattle EDA office regarding the subject project. He informed me that the Highway Division would be receiving a telegram today that would relate to loss of funds if construction has not commenced prior to a specified date.

Mr. Murphy said that this was their normal 90 day notice reminder and there was no need for undue concern. The EDA, however, will not be able to release funds until they receive notice that permanent improvement work has commenced. Construction signing, mobilization, etc., do not qualify. The EDA will also need a copy of the contractor's payroll that corresponds to this initial permanent improvement work.

I contacted Resident Engineer Dick Nelson this date and requested that the contractor be encouraged to expedite submission at the first appropriate payroll. Dick says that permanent improvement work commenced April 19 which is well ahead of the EDA deadline.

WR:mk

cc: E. S. Hunter ✓
John Sheldrake
Dick Nelson

P.S. The 90 days mentioned above commenced after receipt of the Offer of Grant and will end May 4, 1977. The telegram is a reminder of that fact.

RECEIVED
STATE HWY ENGR
APR 20 '77
REFER TO
FOR

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ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING SALEM, OREGON 97310

April 12, 1977

Public Contract Review Board
100 State Office Building
Salem, OR 97310

Re: EDA Project No. 07-51-03643
Hide Creek-Philomath Section
Alsea Highway
Contract No. 8492

Gentlemen:

In accordance with Rule 10.160, application is hereby made on behalf of the Oregon Department of Transportation for exemption of certain additional work under this contract.

This is a Local Public Works Capitol Development and Investment project financed entirely through the Economic Development Administration and is a part of the local public works program approved recently by Congress in the amount of $2 billion dollars to stimulate the economy and to provide employment in areas of high unemployment.

Under the currently authorized program, this project is the only one approved for construction by the Department of Transportation.

The total grant received for this project amounted to $925,709, and was based on a preliminary estimate of cost. The project was awarded March 10, 1977, with a very favorable bid of $675,367.40. The total construction authorization, including additional anticipated items, contingency allowance and construction engineering and inspection costs, is presently $776,643.50.

Excluding the construction engineering and inspection costs, which are a line item amount and cannot be exceeded, this leaves $141,222 of construction and project improvement funds in the authorized grant. In the instructions and guidelines for engineering and construction of projects funded under this program is the statement, "If the final project cost is less than the EDA grant, the grantee may, with the prior approval of EDA, add to the construction portion of the project by change order such work as will further the purposes of the LPW."

With this background in mind, we are proposing to extend the project limits to provide additional much needed improvements to this highway. The currently planned and contracted project is on the easterly end of the Alsea Highway and joins but does not extend onto the Corvallis-Newport Highway. We propose to extend the project onto the Corvallis-

NOTED
RICHARD UNREIN

Form 81-734-3122

Newport Highway sufficiently to provide a left-turn refuge for westbound traffic heading toward Waldport. This extension is estimated to cost approximately $20,000.

We also propose to extend the westerly end of the project approximately 2,000 feet which will require the remaining $120,000 and will eliminate some additional poor vertical and horizontal alignment.

The addition of this work will exceed the 10 percent limitation of Rule 10.150(b).

The plans for this additional work have not quite been completed, but we are negotiating with the contractor for a change order to do the work. We anticipate that nearly all of the additional work can be negotiated as extensions of contract bid items, though there will be some smaller items for which we do not have bid items.

The proposed additional work will also have to have the approval of the Transportation Commission and the Regional Office of the Economic Development Administration.

The funding under this grant can only be applied to this project and if not used, must be turned back to the E.D.A. for distribution elsewhere in the country. There is no option of letting another contract to utilize these funds.

Utilization of these funds under this contract will provide the full economic stimulus and relief of unemployment intended in the original grant.

Your approval of these proposed additions to the existing contract is recommended.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Deputy State Highway Engineer

PROJECT MANAGEMENT
APR 13 '77
REFER TO:
FOR
Info X | Investigate | M/D | Action | File | Letter | See

CTK:fr

bc: H. S. Coulter
C. T. Keasey
L. W. Rulien
Jack Sollis
Vern Skoog
J. H. Versteeg
John Sheldrake

October 18, 1976 FINAL

ECONOMIC DEVELOPMENT ADMINISTRATION

GUIDELINES FOR LOCAL PUBLIC WORKS CAPITAL DEVELOPMENT AND INVESTMENT PROGRAM

A. Authority

Title I of the Public Works Employment Act of 1976, which is entitled the Local Public Works Capital Development and Investment Act of 1976, authorizes grants to any State or local government for local public works projects that will stimulate employment.

B. Objectives

1. Legislative Objectives

On the basis of an in-depth study of the Local Public Works Capital Development and Investment Act of 1976 and its legislative history, it has been determined that the purpose of this legislation is to provide:

- Employment opportunities in areas of high unemployment through the expeditious construction or renovation of useful public facilities.
- A countercyclical stimulus to the national economy.

2. EDA Program Objectives

Analyses of past public works programs and the Economic Development Administration's (EDA) experience in operating such programs have revealed certain characteristics about the extent and nature of employment generated by public works construction. Of these, the most relevant to the objectives of the Local Public Works Capital Development and Investment Act are the preponderance of skilled construction jobs and the relatively high cost of creating a job through such an approach. Between 68 and 81 percent of the costs of a public works project are for materials, equipment, overhead, and contractor profits, leaving between 19 and 32 percent for on-site wages. Consequently, even the most labor intensive public works projects generate a limited amount of direct employment per dollar of project cost. Public works projects do, however, result in useful end products and are commonly believed to provide general economic stimulation, particularly to the construction and construction-related industries.

In recognition of these characteristics of public works construction projects, as well as other considerations deriving from the legislation and EDA's experience, the following objectives for implementing the program authorized by this Act have been established:

- To insure that adequate consideration is given to the relative needs of the various sections of the country.
- Within those sections, to fund projects that maximize immediate employment opportunities and, wherever possible, that maximize employment opportunities for unemployed residents of the project area.
- To fund locally oriented projects that provide useful public facilities in areas of high unemployment and low income.
- To fund projects that advance local plans and provide long-term benefits.
- To fund facilities that could not have been constructed in the absence of the Local Public Works grant (i.e., facilities for which Federal funds are not merely replacing or reducing local, State, or other Federal monies that have been specifically provided or set aside).
- To carry out a comprehensive evaluation of both the direct employment impact and the indirect or stimulative impact of the projects funded.

Form ED-508 LPW
(11-76)

U.S. DEPARTMENT OF COMME
ECONOMIC DEVELOPMENT ADMINISTRATION

Attachment No. 1

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-03643 State Oregon County Marion

Line Items	Approved
Administrative Expense	$ -0-
Architectural/Engineering (Updating and/or completion of Plans and Specifications)	-0-
Other Architectural Engineering Fees	-0-
Project Inspection Fees	69,428
Relocation Expenses	-0-
Relocation Payments to Individuals and Businesses	-0-
Demolition and Removal	
(a) Labor	-0-
(b) non-Labor	-0-
Construction and Project Improvement	
(a) Labor	154,285
(b) non-Labor	617,139
Equipment	-0-
Contingencies	84,857
Total Estimated Costs	$ 925,709

Remarks:

8492

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING SALEM, OREGON 97310

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
APR 12 '77
TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

April 12, 1977

Mr. John Murphy
L.P.W. Division
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Re: EDA Project No. 07-51-03643
Quarterly Performance Report
Hide Creek-Philomath Section
Alsea Highway
Contract No. 8492

Dear Mr. Murphy:

This project consists of minor grading (widening) and basing of highway shoulders and repaving or overlaying of the highway surface, including the shoulders. Length of the project is 6.14 miles.

The contract was awarded to the low bidder, Wildish-Corvallis Construction Company, on March 10, 1977, in the amount of $675,367.40. The total construction authorization, including additional anticipated items, contingency allowance and construction engineering and inspection, is $776,643.50.

Excluding construction engineering and inspection costs, this leaves $141,222 of construction and project improvement funds in the authorized grant. As provided in the "Engineering and Construction Guidelines for the Local Public Works Capitol Development and Investment Program", additions to the project are being developed to utilize the available remaining funds. These proposed additions will be submitted to the Region office of EDA for approval as soon as plans are completed and prices negotiated with the contractor.

The Special Provisions for this project required that on-site labor must commence prior to April 15, 1977. The contractor has met this obligation by erection of the required construction signing. Grading work should get under way this week if subcontracting documents can be completed.

Aggregates for the cement treated base (Bid Item #12) and the Asphalt Concrete paving are being crushed by a local commercial supplier and another subcontractor, McEwen, has started to set up the C.T.B. mixing plant.

No apparent problems which would hinder the orderly progress of the project have surfaced and none are anticipated. Progress to date is satisfactory.

No answer has been received to date on our request to delete Bid Item No. 5 "Temporary E.D.A. Site Signs." These are called for in the contract, but erection on public highway right of way is in violation of Federal law.

Very truly yours,

C. T. Keasey
Construction Engineer
Project Coordinator

CTK:fr

Att.

cc: E. S. Hunter
G. W. Wimer
Richard Nelson

8492

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 7, 1977

FILE: CON 5 #8492

FROM: C. T. Keasey
Construction Engineer

TO: Vernon E. Skoog
Controller, Finance Branch

SUBJECT: Retainage on Contract Payments
Hide Creek-Philomath Section
Alsea Highway
Contract No. 8492
E.D.A. Project No. 07-51-03643

NOTED
E. S. HUNTER

Attached is a copy of correspondence between me and the Regional office of the Economic Development Administration in Seattle concerning the retainage on contract payments.

Although our State law, O.R.S. 279.575, limits retainage to not more than five (5) percent, the E.D.A. is insisting on ten (10) percent.

This has been discussed with Deputy State Highway Engineer Ed Hunter, and he has suggested that we bankroll the additional 5 percent. In other words, we should only withhold 5 percent from the contractor's progress payments, but in making up the voucher against the letter of credit, we should only bill for 90 percent of the progress payment amount.

Please arrange to accomplish this in the project accounting.

CTK:fr

Att.

cc: Ed Hunter

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STATE HWY ENGR
APR 8'77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8492

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**OREGON STATE
HIGHWAY DIVISION**

TRANSPORTATION BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

April 7, 1977

NOTED
E. S. HUNTER

Mr. John Murphy
L.P.W. Division
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Re: Project No. 07-51-03643
Hide Creek-Philomath Section
Alsea Highway

Dear Mr. Murphy:

On March 1, 1977, I wrote to you concerning the erection of the project identification signs on the subject project.

In that letter, I pointed out the violation of Federal law which would occur if these signs are erected at the project limits as set forth in the contract, and requested approval of deletion of these signs through a contract change order.

To date, I have received no answer. We have a contractor on the job now, and I need an answer to this request as soon as possible.

Very truly yours,

Keasey

C. T. Keasey
Construction Engineer

CTK:fr

bc: E. S. Hunter
G. W. Wimer
Dick Nelson

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STATE HWY ENGR
APR 8 '77
REFER TO

FOR

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Form 81-734-3123

849

Routing
A Keasey
2 Bond
Jackmond
Harwood
Johnsen
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CONSTRUCTION
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OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 31, 1977

FILE:

Eddie Y. Welsh

FROM: Eddie Y. Welsh
REGION II ENVIRONMENTALIST

SUBJECT: Hide Creek-Philomath Section
Alsea Highway
Benton County, Oregon

TO: Files

Mr. Richard Nelson, Resident Engineer in Corvallis has suggested that the extension of the subject project to the west approximately 2000 ft. would be desirable under the present contract. This extension would be along the proposed alignment for the easterly end of the Alsea Mountain-Hide Creek Section. The Alsea Mountain Section was surveyed and the right of way purchased prior to 1969. An environmental assessment was processed in 1974 and the proposal was classified as a catagory 2 project requiring the processing of a draft and final E.I.S. By letter dated December 31, 1974, Project Management to FHWA, the proposal was reclassified to a catagory 3, major action requiring the preparation of a draft and final negative declaration.

The environmental impacts of extending the Hide Creek-Philomath project approximately 2000 ft. westerly into the Alsea Mountain-Hide Creek Section has been evaluated in the field and it has been determined that the proposal would not significantly adversely affect the social, economic or natural environment of the area nor would the proposal have the potential to limit the alternatives that are presently available for consideration in future development of the section.

Construction of the extension would have some positive impacts as excess excavation from the Hide Creek-Philomath Section could be utlized as roadbed fill in the extention rather than wasted at other less desirable locations. An additional 2000 ft. of highway alignment would be improved.

The proposed extension was discussed with Gary Potter, Environmental Manger, and be concurred that the construction could be done without requiring additional environmental documentation.

EYW/lea/ms
John Sheldrake

4-4-77
cc C. T. Keasey
Gary Potter
Howard Johnson
Dick Nelson

Send cc to
Ed Hunter

REGION 2 ENGINEER
RECEIVED

UNITED STATES DEPARTMENT OF COMMERCE
Economic Development Administration
Washington, D.C. 20230

PROJECT MANAGEMENT
MAR 28 '77
Unrein/R

FOR						
Info	Investigate	R/D	Action	File	Letter	See me
						X

Project No: 07-51-05643
Letter of Credit No: 13-36-7119

3-28-77

Oregon Dept. of Transportation
Salem, Oregon 97310

March 21, 1977

Gentlemen:

Enclosed is a copy of an executed Letter of Credit, SF-1193, for the initial funding of the grant recently awarded to your organization under the Local Public Works Capital Development and Investment Act of 1976. The necessary documents have been processed. The funds shown on the Letter of Credit are available through your bank for costs as they are incurred after EDA is satisfied that on-site labor has begun.

The Letter of Credit number should be permanently recorded in your accounting system; it must be recorded on all financial documents or further funding actions.

Also, enclosed are 20 copies of form TFS-5401, Payment Voucher on Letter of Credit, and four copies of form CD-286, Report on Federal Cash Transactions. Form TFS-5401 is used to draw funds on the Letter of Credit and form CD-286 must be completed quarterly to report cash transactions and balances. Complete instructions for use of these forms are contained in the Engineering and Construction Guidelines for the Local Public Works Capital Development and Investment Program, a copy of which was forwarded to you with the offer of grant.

If you have any questions concerning the Letter of Credit, please contact Mr. William Rae at the Economic Development Administration Regional Office located in Seattle. The address and telephone number are: U. S. Department of Commerce, Economic Development Administration, 1700 Westlake Avenue, North, Seattle, Washington, 98109, telephone number 206 442-~~5476~~ 7263.

Any other questions concerning your grant under the Local Public Works Capital Development and Investment Act of 1976 should be directed to the Public Works Division in the Regional Office shown above.

Sincerely yours,

Joseph Hunley for
Dennis J. Polivka
Chief
Accounting Division

4/4/77 ORIGINAL DOCUMENTS TO C.T. KEASEY M

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RICHARD UNREIN

RECEIVED
MAR 29 1977
OFFICE
DIRECTOR of TRANSPORTATION

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

STANDARD FORM 1193
MAY 1973
6 TREASURY FRM 2000

LETTER OF CREDIT

Auth: TREASURY DEPARTMENT
CIRCULAR No. 1075, Revised

ISSUING AGENCY
U.S. Department of Commerce
Economic Development Administration
Accounting Division Rm. [illegible]
Washington, D.C. 20230

LETTER OF CREDIT NUMBER 13-20-7139

AMENDMENT NUMBER ______

AGENCY STATION SYMBOL 13-20-0001

(FOR AGENCY USE) 07-51-03643

EFFECTIVE DATE 03/29/77

TO: The Federal Reserve Bank,
SAN FRANCISCO, CA 94120

BRANCH BANK AT
PORTLAND, OR 97208

In accordance with the authorization of the Fiscal Assistant Secretary, Treasury Department, there is hereby authorized for the account and responsibility of the issuing agency a letter of credit:

IN FAVOR OF
OREGON DEPT. OF TRANSPORTATION
SALEM, OR 97310

FOR DEPOSIT ONLY TO
U. S. NATIONAL BANK OR OREGON (MAIN BRANCH)
321 S. W. SIXTH
PORTLAND, OR 97208
"STATE TREASURER"
ACCT #010-0300-425
EDA PROJECT #07-51-03643
ACCOUNT

AMOUNT AUTHORIZED $ 462,855.00	☐ EACH MONTH ☐ EACH QUARTER ☒ WITHOUT TIME LIMIT ☐ ______	**PRIOR AUTHORIZATION** $ -0-	**THIS CHANGE** Increase $ 462,855.00 Decrease $ -0-

☒ The unpaid balance of this letter of credit will remain available until you are advised in writing by the Treasury Department that this letter has been revoked.*

OR

☐ The unpaid balance of this letter of credit is revoked at the end of each period indicated and the full amount reestablished at the beginning of the following period until you are advised in writing by the Treasury Department that this letter has been revoked.*

The amount of this letter of credit is hereby certified to be drawn against, upon presentation to you of Form TUS 5401, Payment Voucher on Letter of Credit, by the official(s) of the recipient organization whose signature(s) appear(s) on the Standard Form 1194, Authorized Signature Card for Payment Vouchers on Letter of Credit, attached hereto or previously or subsequently furnished you through the Treasury Department.

The amount of each payment voucher paid by a Federal Reserve Bank or branch to a designated commercial bank for credit to the account of the recipient organization shall constitute payment to the recipient organization by the United States.

I certify to the Treasury Department that the payments authorized herein are correct and proper for payment from the appropriations or funds legally committed and available for the purpose, when paid in accordance with the terms and conditions cited above.

*This letter of credit is irrevocable to the extent the recipient organization has obligated funds in good faith thereunder in executing the authorized Federal program in accordance with the grant, contract, or other agreement.

DATE CERTIFIED 03/15/77

LL-0209

AUTHORIZED CERTIFYING OFFICER

Joseph Hurney, Operating Accountant
TYPED NAME AND TITLE

1193-103

UNITED STATES DEPARTMENT OF COMMERCE
Economic Development Administration
Washington, D.C. 20230

Investigate
R-D
Action
File
Letter
See me
FOR
REFER TO:
28 '77

March 15, 1977

MEMORANDUM FOR DISTRIBUTION TO LOCAL PUBLIC WORKS (LPW) PROJECT COORDINATORS

FROM: Anthony J. Sulvetta, Chief AJS
Program Analysis Division

SUBJECT: GUIDELINES FOR REPORTING AND NON-REPORTING OF EMPLOYEES FOR A PAY PERIOD ON ED-746 PAYROLL REPORTING FORM

4/4/77
Original to
C.T. Kersey /pu.

A. EMPLOYERS RESPONSIBLE FOR ED-746 PAYROLL REPORTING

1. The Grantee, if all or a major portion of the project construction or improvement work is done directly by employees of the grantee organization (a force account project where the grantee would be, in effect, the prime "contractor"); OR

2. Contractors and Subcontractors -- organizations under contract for all or a specified portion of the actual on-site construction or improvement work for the project.

B. EMPLOYEES TO BE REPORTED (Report only the actual number of hours worked on the project for employees compensated with project funds from any source.)

1. Performed project-related activities (construction work or administrative duties) on and/or off the site of the project for A.-1 or A.-2 above; AND

2. Meets one of the following conditions:

   a.) is classified by Construction Occupation Code* and performed project-related activities on a full-time or part-time basis during the pay period; OR

   b.) is classified by Administrative, Clerical and Service Occupation Code* and performed project-related activities for at least one-half of the employer's regular number of work hours for the pay period.

C. EMPLOYEES NOT TO BE REPORTED

1. Employed by an involved architectural, engineering, consulting or legal firm or is a similar self-employed professional (for the purpose of evaluation, these organizations and self-employed individuals are not considered "contractors" or "subcontractors");

2. Employed in any capacity by a grantee organization that does not provide its own labor for major construction or improvement work on the site of the project; OR

3. Employed by a manufacturing firm or supplier not under contract for actual on-site construction or improvement work but involved with either:

   a.) off-site manufacturing, prefabrication, or preparation of project materials or equipment; or

   b.) delivery of these materials and equipment items to the project site.

* Refers to Occupation Codes on the reverse side of instruction page on Form ED-746 (Local Public Works Payroll Reporting Form).

NOTED
RICHARD UNREIN

8492

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**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

March 1, 1977

NOTED
E. S. HUNTER

Mr. John Murphy
LPW Division
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Re: Project No. 07-51-03643
Hide Creek-Philomath Section
Alsea Highway

Dear Mr. Murphy:

In reviewing the "Offer of Grant" and the plans and specifications for the subject project, I find that we have a conflict regarding the job site signs.

Section 115 of Title 23, United States Code, prohibits the states from erecting any informational signs other than standard traffic control devices after July 1, 1973, on public road and highway rights of way.

The standard traffic control devices are those developed by the Secretary of Transportation and are contained in the Manual on Uniform Traffic Control Devices for Streets and Highways.

A copy of the FHWA Notice concerning the above prohibition is attached for your information.

To eliminate this conflict with Federal Law, we propose to write a change order after the contract has been let to delete this special bid item.

Your approval of this action is requested.

Very truly yours,

C T Keasey

C. T. Keasey
Construction Engineer

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STATE HWY ENGR
MAR 1 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

CTK:fr

Attachment

bc: E. S. Hunter

Form 81-734-3123

Sec. 2
Subsec. 9

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SUBJECT Section 115 of the Federal-Aid Highway Act of 1973 - Signs on Project Site

FHWA NOTICE

September 19, 1973
HHO-32

The subject section amends the last sentence of subsection (2) of Section 114 of Title 23, United States Code, to read as follows:

> After July 1, 1973, the State highway department shall not erect on any project where actual construction is in progress and visible to highway users any informational signs other than official traffic control devices conforming with standards developed by the Secretary of Transportation.

We have implemented the provisions of the subject section in part by revoking IM 20-4-67, dated August 21, 1967. Our Revocation Notice was dated August 27, 1973. However, we believe the provisions of Section 115 require some further implementation which is provided in the following paragraphs.

As of July 1, 1973, there was a large number of construction identification signs in place on Federal-aid construction projects in conformance with the requirements of IM 20-4-67. We believe it is consistent with the current thinking of Congress that the removal of such signs be encouraged to the extent that it can be accomplished without incurring additional project costs. It should be recognized that Section 115 does not require the removal of pre-existing signs.

In addition to the construction identification signs required by IM 20-4-67 and official traffic control devices some of the States have erected informational signs regarding such purely State matters as the identification of responsible State officials. In this connection, it should be noted that Section 115 prohibits the States from erecting any informational signs other than standard traffic control devices after July 1, 1973.

R. R. Bartelsmeyer
R. R. Bartelsmeyer
Deputy Administrator

DISTRIBUTION:

Headquarters
Regions
Divisions

Official Call for Bids

2-28-77

FIRST NOTICE PUBLISHED FIRST TIME TODAY

THE PORT OF PORTLAND

TRADE CONFERENCE CENTER
PORTLAND INTERNATIONAL AIRPORT
Bids due at 2 p.m., March 10
PART I
NOTICE TO CONTRACTORS

Sealed proposals for the TRADE CONFERENCE CENTER, PORTLAND INTERNATIONAL AIRPORT, will be received by the Purchasing Manager of the Port of Portland, 700 N.E. Multnomah Street, Portland, Oregon, (mailing address: Post Office Box 3529, Portland, Oregon, 97208) until 2:00 p.m., March 10, 1977, and thereafter publicly opened and read.

The proposed work includes:

Construct and finish the Trade Conference Center room, approximately 572 square feet.

All proposals must be on the regular blank forms which will be given to prospective bidders, and must be accompanied by a certified or cashier's check or bid bond payable to The Port of Portland in an amount equal to at least ten percent (10%) of the amount bid.

Bidders are required to prequalify. Prequalification statements must be received at least ten (10) calendar days prior to the time set for the bid opening. Applications may be submitted less than ten (10) calendar days before the bid opening but consideration by the Port cannot be assured.

Plans and specifications and other contract documents may be examined at the office of the Port. Copies may be obtained by prospective bidders upon deposit of $10.00, which deposit will be refunded upon return of the specifications and plans and other contract documents in good condition within two weeks after the opening of bids.

Attention is called to the provisions of the Oregon Revised Statutes, 279.350.

Dated Feb. 22, 1977

The Port of Portland
/s/ LLOYD ANDERSON,
Executive Director

Published Feb. 24, 25 & 28, 1977.
3915B-3t

CITY OF HILLSBORO

DEMOLITION OF GRAIN ELEVATOR
Bids due at 11 a.m., March 10
CALL FOR BIDS

Sealed proposals for the demolition of the Western Farmers Grain Elevator addressed to the Mayor and City Council, Hillsboro, Oregon, will be received at the office of the City Manager, City Hall, Hillsboro, Oregon, until 11:00 A.M., March 10, 1977, and will be publicly opened and read.

The general nature and approximate quantities of work are as follows:

Demolition of Grain Elevator
Demolition of Brick Building 12'x24'
Construct 40 Lineal Feet of 3' Retaining Wall
Weather proof remaining scale shack

Contract Documents may be examined in the Office of the City Engineer, City Hall, Hillsboro, Oregon. Copies of the Contract Documents can be obtained at the above location with a nominal deposit of Ten Dollars ($10.00) per set. This deposit will be refunded in the full amount if the documents are returned in the original condition within fifteen days after the award of the contract

Bidders must be prequalified in accordance with the laws of Oregon and regulations of the City of Hillsboro.

Each proposal must be submitted on the prescribed form and shall not be

Official Call for Bids

FIRST NOTICE PUBLISHED FIRST TIME TODAY

DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

NOTICE TO CONTRACTORS
Bids due at 9 a.m., March 10
CALL FOR BIDS

Sealed proposals on the following project will be opened and read by the Highway Division in Room 122, Transportation Building, Salem, Oregon at 9 a.m. on Thursday, March 10, 1977. Proposals shall be submitted to the Manager of Commission Services prior to 9 a.m. on the above date.

(1) **BENTON COUNTY:** Hide Creek - Philomath Section of the Alsea Highway beginning approx. 6¼ miles southwest of Philomath. EDA Project No. 07-5103643. Grading and paving. Req. approx. 9,875 cu. yds. exc.; 1,800 tons aggr. shldr. matl.; 18,000 tons cement treated base (990 tons cement); 25,400 tons asph. conc. mixture (1,650 tons asphalt); 1,700 lin. ft. guardrail; 128 asph. approaches and 51 asph. mailbox turnouts; 320 delineators; 1,206 sq. yds. asphalt rubber chip seal. Completion time 160 calendar workdays.

Requirements concerning minimum hourly wage rates, hours of employment, overtime, etc., accompany the special provisions for this project and must be complied with.

The bidder will be required to comply with ORS 279.065 which states in part:

"...no bid will be received or considered by the public contracting agency unless the bid contains a statement by the bidder as a part of this bid that provisions of ORS 279.350 shall be complied with."

In compliance with the Civil Rights Act of 1964 the State Highway Division hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color or national origin in consideration for an award.

Plans and specifications may be inspected at this time at the Transportation Building in Salem and at the AGC Offices in Salem, Portland, Eugene, Seattle, Spokane and Boise and at the Builders Exchange Cooperative, Portland.

Plans may be purchased at **$5 per set** in Rooms 121 or 220, Transportation Building, Salem, OR 97310, or by telephoning 378-6526 or 378-6293. Prequalification by prime contractors will be required 10 days prior to the bid opening date. The last day for filing for this letting will be February 28, 1977. The right is reserved to reject any and all proposals or to accept the proposal deemed best for the State of Oregon.

H. S. COULTER,
State Highway Engineer

Published Feb. 24 & 28, 1977
3917B-2t

CITY OF CRESWELL

BOND SALE
Bids due at 8 p.m. Mar. 14
NOTICE OF BOND SALE

Sealed bids will be received by the undersigned until the hour of 8:00 p.m on the 14th day of March, 1977, and immediately thereafter will be publicly opened by the City of Creswell, Lane County, Oregon, for the purchase of not less than par and accrued interest of the following described negotiable general obligation bonds of the City of Creswell, in the principal amount of $24 000 00 dated April 1, 1977 in

Official Call for Bids

FIRST NOTICE PUBLISHED FIRST TIME TODAY

COUNTY OF COOS

SPRUCE SEEDLINGS
Bids due at 9:30 a.m., March 22
ADVERTISEMENT FOR BIDS

Notice is hereby given that Coos County will accept sealed bids for the growing of approximately 100,000 Sitka spruce seedlings to be grown in accordance with provisions contained in that contract form prepared and designated by Coos County as Contract number SS-1-77.

Sealed bids to enter into contract no. SS-1-77 will be received by the Coos County Board of Commissioners at the Courthouse in Coquille, Oregon, until the 22nd day of March, 1977, at the time of 9:30 A.M. Bids will be publicly opened and read at the Commissioner's Courtroom in the Courthouse promptly at the time and date above mentioned. Bids will not be received after the aforecited date and hour.

The details of the bidding procedure and other matters relevant to submitting a successful bid are contained in a prospectus which has been prepared to accompany contract no. SS-1-77.

Prospective bidders are urged to carefully examine a copy of the contract form and the prospectus pertaining thereto. Copies of these items may be reviewed at the offices of the Coos County Board of Commissioners, County Clerk or County Forester in Coquille, Oregon. To receive copies of these items by mail, contact Coos County Forestry Department, Box 66, Coquille, Oregon 97423, telephone 503-396-3121 extension 349.

Board of Commissioners
/s/ IRENE JOHNSON,
Chairman
/s/ CLAUDE E. WALDROP,
Commissioner
/s/ WOODROW ROBISON,
Commissioner

Published Feb. 24 & Mar. 1, 1977.
3910B-2t

FIRST NOTICE PUBLISHED FIRST TIME TODAY

DEPARTMENT OF GENERAL SERVICES

COMMODITIES & SERVICES
Bids due on Various Dates
"An Equal Opportunity Employer"
ADVERTISEMENT FOR BIDS

Sealed bids will be received by the undersigned at the Department of General Services, 1225 Ferry St., S.E., Salem, Oregon 97310, for various acquisitions as detailed herein.

Bid invitations, specifications and applicable forms of contract documents may be seen or obtained at the aforementioned office.

Bids will be opened and publicly read aloud at the time stated. Bids received after the time fixed for opening will not be considered.

Bids for commodities and services, and public improvements under $50,000 DO NOT require prequalification of bidders nor is it desired. Bidders wishing to prequalify must submit request ten days prior to bid opening date.

COMMODITIES AND SERVICES

Bid No., Description, Location, Opening Date

10-0665 **Stationery Items**, Various, 3-2
10-0667 **Audio Visual**, Various, 3-10
10-0692 **Printer Ribbons**, Various, 3-15
11-0683 **Roller Skid**, Corvallis, 2-28
11-0684 **Fibreglas Tool Boxes**, La Grande, 3-2
11-0685 **Treated Lbr.**, Various, 3-2
11-0686 **Beach Seine**, Clackamas 3-1
[illegible] Concrete Mixer [illegible]

Official Call for Bids

FIRST NOTICE PUBLISHED FIRST TIME TODAY

HOOD RIVER SCHOOL DISTRICT #1

THEATER ADDITION
Bids due at 8 p.m., March 22
ADVERTISEMENT FOR BIDS
EDA Project No. 07-51-03302

Sealed bids on a General Contract, including mechanical and electrical work, will be received by Norman Hand, Clerk, at Hood River County School District No. 1 Administration Office, near intersection of Eugene Street and 10th Street, Hood River, Oregon (mailing address: Hood River County School District, P.O. Box 418, Hood River, Oregon 97031) until 8:00 p.m., March 22, 1977, for the Little Theater Addition—1977, Hood River Valley High School for School District No. 1, Hood River County, Hood River, Oregon, and will then and there be opened and publicly read aloud.

Bids received after the time fixed for opening will not be considered.

Briefly, the work consists of constructing an approximately 9,800 square feet theater addition, with seating for approximately 430-435, connected on one side to the existing high school building.

All Bids must be on a lump sum basis; segregated Bids will not be accepted.

Contract Documents may be examined or obtained at the office of Hewlett, Jamison, Atkinson & Luey, Architects, 3223 S.W. Front Avenue, Portland, Oregon 97201 and may also be examined at the Hood River County School District No. 1 office, near intersection of Eugene Street and 10th Street, after February 24, 1977. Up to two sets of Contract Documents may be obtained by prime bidders upon a deposit of $75.00 per set. Any bidder, upon returning sets in good condition within seven days after bid opening will be refunded his deposit, and any non-bidder upon so returning sets will be refunded his deposit if sets are returned no later than five calendar days prior to bid opening. Deposit sum will be refunded to successful bidder after award of Contract.

This contract is federally assisted. Contracts for work under this bid will obligate the Contractor and his subcontractors not to discriminate in employment practices. Bidders must submit a compliance certification regarding equal employment opportunity in conformity with Title VI of the Civil Rights Act of 1964, as amended (42USC 2000d-2000d-4); Executive Order 11246 and amendments per Executive Order 11375; and supplements to these Executive Orders per Department of Labor Regulations (41 CFR, Part 60).

The Contractor must comply with both the Davis-Bacon Act, as amended (40 USC 276a to a-7) with supplements by Department of Labor regulations (29 CFR, Part 5) and ORS 279.350 relating to the payment of wages which are not less than the prevailing rates; the Copeland "Anti-Kickback" Act, as amended (40 USC 276(c), (18 USC 874) and as supplemented in Department of Labor regulations (29 CFR, Part 3); the Contract Work Hours and Safety Standards Act, as amended (40 USC 327-332) and supplemented by Department of Labor regulations (29 CFR, Part 5); the Clean Air Act and Federal Water Pollution Control Act; and the National Historic Preservation Act of 1966.

No proposals will be considered unless accompanied by certified check or bid bond (with authorized surety company as surety) made payable to the Owner in amount of 5% of the maximum amount of the bid and no interest will be allowed on bid security

The School District reserves the right

OREGON STATE
HIGHWAY DIVISION

TRANSPORTATION BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

February 28, 1977

D.E. Swan
Hand carried to
Seattle on 3/1/77
pd.

Mr. John Murphy
LPW Division
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Re: Project No. 07-51-03643
Hide Creek-Philomath Section
Alsea Highway

Dear Mr. Murphy:

In reviewing the requirements for E.D.A. projects, and in telephone discussions with you, it appears that E.D.A. contract General Conditions, April 1976, requires retainage of ten (10) percent of the amount of each progress estimate until the project is completed and accepted.

We find that this provision, if included in our contract on the subject project, would be in violation of Oregon Revised Statutes, Chapter 279.575, which limits retainage on public contracts for public improvements to not more than five (5) percent. This statute also provides that the public contracting agency shall accept certain bonds and securities in lieu of retainage.

As provided in Paragraph B.4. of the Standard Terms and Conditions, Local Public Works Capital Development and Investment Program (Exhibit "B-LPW" of the project agreement), this letter is official notification of this conflict.

We hereby request that the ten percent retainage requirement be deleted, and that we be permitted to use our standard five percent retainage as provided in O.R.S. 279.575. A copy of this statute is attached for your information and review.

This project has been advertised for bid opening on March 10, 1977, and it is vital that we receive this approval prior to that date.

PROJECT MANAGEMENT
MAR 1 '77
REFER TO:
FOR
Info	Investigate	R/D	Action	File	Letter	Se

Form 81-734-3122

Very truly yours,

C. T. Keasey

C. T. Keasey
Construction Engineer

CTK:fr
Attachment

NOTED
D E SWAN

State Industrial Accident Fund, the State Unemployment Compensation Trust Fund or the Department of Revenue and the officers of the public body which let the contract fail or neglect to require the person entering into the contract to execute the bond, cashier's check or certified check:

(1) The State of Oregon and the officers authorizing the contract shall be jointly liable for the labor and materials used in the prosecution of any work under the contract, and for claims due the State Industrial Accident Fund, the State Unemployment Compensation Trust Fund and the Department of Revenue, if the contract was entered into with the State of Oregon.

(2) The public body and the officers authorizing the contract shall be jointly liable for the labor and materials used in the prosecution of any work under the contract and for claims due the State Industrial Accident Fund, the State Unemployment Compensation Trust Fund and the Department of Revenue, if the contract was entered into on behalf of a public body other than the state.
[Formerly 279.532; 1975 c.771 s.23a]

279.544[Formerly 279.534; repealed by 1975 c.771 s.33]

279.575 Partial payment on public contracts; retainage; interest; exception; settlement of compensation disputes. (1) Partial payment shall be allowed and made on public contracts for public improvements based upon estimates prepared and certified to by the public contracting agency. An amount equal to not more than five percent of the contract price of the work completed may be withheld as retainage. No such partial payment shall be construed as acceptance or approval of some of such work or waiver of any defects therein.

(2) Notwithstanding subsection (1) of this section:

(a) A public contracting agency may reduce the amount of the retainage on the public contract to less than five percent of the contract price of the work completed; or

(b) If the contractor deposits bonds and securities with the public contracting agency or in any bank or trust company in a manner authorized by the board for the benefit of and without extra cost to the public contracting agency, to be held in lieu of the retainage, the public contracting agency shall reduce the retainage in an amount equal to the value of the bonds and securities.

(3) Bonds and securities deposited in lieu of retainages shall be of a character approved by the board, including but not limited to:

(a) Bills, certificates, notes or bonds of the United States.

(b) Other obligations of the United States or its agencies.

(c) Obligations of any corporation wholly owned by the Federal Government.

(d) Indebtedness of the Federal National Mortgage Association.

(4) Subsections (1) and (2) of this section do not apply to a public contracting agency if the charter of the public contracting agency contains conflicting provisions.

(5) The public contracting agency shall pay to the contractor interest at the rate of one percent per month on the final payment due the contractor, interest to commence 30 days after the work under the contract has been completed and accepted and to run until the date when the final payment is tendered to the contractor. The contractor shall notify the public contracting agency when he considers the work complete and the public contracting agency shall, within 15 days after receiving the notice, either accept the work or notify the contractor of work yet to be performed on the contract. If the public contracting agency does not within the time allowed notify the contractor of work yet to be performed, the interest provided by this subsection shall commence to run 30 days after the end of the 15-day period.

(6) The public contracting agency shall pay, upon settlement in favor of the contractor of any dispute as to the compensation due a contractor for work performed under the terms of a public contract, the amount due plus interest at the rate of six percent per annum on such amount accruing from 30 days after the date on which the claim for the payment under dispute was lawfully presented by the contractor and the work under the contract was completed and accepted by the public contracting agency.

(7) As used in this section "retainage" means the difference between the amount earned by the contractor on a public contract and the amount paid on the contract by the public body.
[1969 c.423 s.1; 1971 c.746 s.1; 1973 c.384 s.1; 1975 c.771 s.28; 1975 c.772 s.8]

279.610[Amended by 1957 c.418 s.1; repealed by 1975 c.771 s.33]

279.612[Amended by 1957 c.418 s.2; 1969 c.415 s.1; repealed by 1975 c.771 s.33]

279.614[Repealed by 1975 c.771 s.33]

8492

27

ROBERT W. STRAUB
GOVERNOR

Department of Fish and Wildlife
OFFICE OF THE DIRECTOR
1634 S.W. ALDER STREET, PORTLAND, OREGON 97208

February 23, 1977

Mr. Donald L. Trout
Design Office Engineer
Oregon State Highway Division
223 Transportation Building
Salem, Oregon 97310

Re: Hide Creek - Philomath Section
Alsea Highway

Dear Mr. Trout:

The Oregon Department of Fish and Wildlife has reviewed the above project and can find no adverse impacts to fish or wildlife if certain precautions are taken. We feel the following precautions would be adequate.

1. Construction debris and road surfacing material should be kept out of the waterways.
2. In areas of road widening, adequate drainageways should be included.
3. Disturbed areas should be revegetated to reduce erosion and sedimentation.

Thank you for letting us review the proposed project and if we can be of further assistance, please call.

Sincerely,

Jim Lauman

JIM E. LAUMAN, STAFF BIOLOGIST
ENVIRONMENTAL MANAGEMENT SECTION

Versteeg
Olson
Copy [illegible]sen
Scott
Copy Swenson
Copy [illegible]
qu
Copy Unrein

RECEIVED
FEB 25 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 22, 1977

FROM: J. H. Versteeg
Road Design Engineer

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Environmental Mitigation Measures Considered During Final Design

For Project on the March 10, 1977, Letting

This certifies, to the best of my knowledge, that the following project plans have been reviewed and include environmental mitigation measures identified in Engineer's Narrative Reports, Location and Design Study Reports, Environmental Impact Statements, etc., prior to P.S. & E. submission.

1. Hide Creek-Philomath Section

DLT:jh
cc: Gary Potter
John Sheldrake
D. E. Swan

NOTED
RICHARD UNREIN

C. T. Keasey
Construction Engineer

February 22, 1977

orig. signed by Hopkins
L. W. Rulien
Program Management Engineer

Coordination & Management of EDA Grant
EDA Project No. 07-51-03643
Hide Creek-Philomath Section
Alsea Highway

This office has been managing the applications and correspondence pertaining to the EDA projects. On February 9, 1977 the Transportation Commission (by telephonic meeting) authorized the State Highway Engineer to accept EDA's "Offer of Grant" for the Alsea Highway paving project and appointed you as Project Coordinator.

We propose to coordinate the efforts to carry the Hide Creek-Philomath project through to award of the contract. After award of the contract we will look to you for project administration.

Presently we have furnished EDA criteria to the Finance and Road Design Sections. A special account has been established with the U.S. National Bank of Oregon to handle the EDA funds. The Specifications Unit is preparing the specifications and contract to conform to EDA's requirements. We will provide EDA with the first five items outlined in their letter of February 15, 1977 (copy attached).

Also attached is a copy of all other correspondence and data we have pertaining to this project.

RU:ljt
Attachments

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
V. E. Skoog (w/att.)
J. H. Versteeg "
John Sheldrake, Reg. 2 (w/att.)

NOTED
D. E. SWAN

NOTED
RICHARD UNREIN

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

February 18, 1977

Mr. L. W. Rulien
Program Management Engineer
Oregon Department of Transportation
207 State Highway Building
Salem, Oregon 97310

Hide Cr. - Philomath Sec.
Alsea Hwy.

Re: EDA Project No. 07-51-03643
Highway surfacing

Dear Mr. Rulien:

This letter will define the ninety (90) day cutoff date to be used by the Western Regional Office. As given in the Standard Terms and Conditions enclosed with your Grant Offer, 'the Grantee agrees that it will cause on-site labor to begin within ninety (90) days after receipt of the Offer of Grant.'

The Regional Office has established May 4, 1977 as the last day the above project may start construction and still meet this condition of the Grant Offer.

Sincerely,

Donald L. Gould

Donald L. Gould
LPW Division

Copies to: F.B. Klaboe
E.S. Hunter
V.E. Skoog
G.T. Keasey
C.W. Head
J.H. Versteeg
John Sheldrake - Reg. 2

PROJECT MANAGEMENT

FEB 18 '77

REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	See me

NOTED
RICHARD UNREIN

8412

bc: F. B. Klaboe
E. S. Hunter
V. E. Skoog
C. T. Keasey
C. W. Head
J. H. Versteeg
John Sheldrake, Reg. 2

February 18, 1977

Mr. Donald L. Gould
LPW Division
Economic Development Administration
1700 Westlake Avenue North
Seattle, WA 98109

Attention Mr. John Murphy:

Dear Mr. Gould:

SUBJECT: Project No. 07-51-03643
Hide Creek-Philomath Section
Alsea Highway

The following is our revised schedule for EDA project number 07-51-03643:

Date	Item
February 3, 1977	Receipt of the "Offer of Grant"
February 24, 1977	Publish advertisement for bidders (14 days will be allowed for submission of bids).
March 10, 1977	Bid Opening
March 11, 1977	Award of Contract
March 11, 1977	Issuance of Notice of Start of Workday County. (160 calendar workdays for contract).
April 15, 1977	Beginning of on-site labor.
September 1, 1977	Completion of contract work.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

RU:ljt

FiLE Copy

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

February 15, 1977

Copies To: F.B. Klaboe
H. S. Coulter
E.S. Hunter
V. E. Skoog
J.H. Versteeg
John Sheldrake
C.T. Keasey

Mr. L. W. Rulien
Program Management Engineer
Oregon Department of Transportation
207 State Highway Building
Salem, Oregon 97310

Re: EDA Project No. 07-51-03643
Highway Surfacing

Hide Cr. — Philomath
Alsea Hwy.

Dear Mr. Rulien:

This is written to assist in your administration of the above numbered Local Public Works Development and Investment Program project. This number must be used in all matters referring to the project.

Enclosed are materials relative to the completion of the Contract Documents. Although it is not mandatory to use them all Contract Documents must conform with the requirements of attachment O of FMC 74-7 which is enclosed, and with State and Local law. In addition, the Contract Documents must include items per paragraph 17A, pages 7 & 8 of "Engineering and Construction Guidelines for Local Public Works Capital Development and Investment Program" September 1976, also enclosed.

It is most important that we receive immediately upon availability:

1. Evidence that all permits, approvals, and licenses required by Federal, State or Local agencies have been acquired.

2. The names of persons authorized to handle project funds and evidence of bonding.

3. Identification and resume of coordinator, if appointed.

4. A copy of plans and specifications.

5. A bid summary, an itemized bid of the low bidder and the construction cost estimate of your engineer.

NOTED
RICHARD UNREIN

6. Evidence in the form of payrolls or a statement that on-site labor began within ninty (90) days of receipt of the Offer of Grant. This applies both to construction by contractor and by force account.

For your convenience you are invited to correspond with Mr. John Murphy of my staff. Please mark correspondence for his attention. His telephone number is: (206) 442-7000.

Again, please refer to the project number when calling or writing. Our complete cooperation is assured.

Sincerely,

Donald L Gould

Donald L. Gould
LPW Division

PROJECT MANAGEMENT
FEB 22 '77
REFER TO
FOR
Info ☐ Investigate ☐ R/D ☐ Action ☐ File ☐ Letter ☐ See me ☐

Encl:

1. FMC 74-7 Sept. 13, 1974
2. FMC 74-4 July 18, 1974
3. Engr & Const Guidelines LPW Capital Dev. & Inv. Program
   October 18, 1976
5. Bid Packet
6. Treasury Circular #1075

I. N. GIFFORD

Section Hido Creek - Philomath — Programming Estimate $ 924000

Highway Alsea — Project Length 6.14 miles

County Benton Rev 2-17-77 — Completion Time 160 cal w/days (9-1-77

Kind of Work Grading & Paving

Prefix 2-1444 — FA Project No. 07-51-03643, ~~GR-0304-1~~

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ ~~805,253~~ 806,405

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	1500
Permanent Pavement Striping	1600
Temporary Pavement Striping	1600
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	2500
State Furnished Mail Box Posts	300
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees (1)	800
State Responsibility for Damages	500
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities	
Misc. Permit Fees	
Seeding & Mulching	100

$ 8900

$ ~~814,153~~ 815,305

Contingencies (4-1/2%) . . . 36,688 73 ~~36,636 89~~

Engineering (9 %) . . . 73,377 45 ~~73,273 77~~

SUBTOTAL $

Credit for . . . . . $

Estimated Net Authorization, Construction . . . $ ~~924,063 66~~ 925,371 18

APPROVED J H Westey

Road Design Engineer

Info	FOR	REFER TO	FEB 17 77	PROJECT MANAGEMENT
Investigate				
R/D				
Action				
File				
Letter				
See me				

NOTED
RICHARD UNREIN

[illegible] Feb

OREGON STATE HIGHWAY DIVISION

~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 2
Date 1-26-77

Section Hide Creek - Philomath
County Benton
Kind Of Work Grading And Paving
Length 6.14 mi
Name Galloway

1-26-77 8

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Furnishing Field Laboratory		Each	1	2000.00	2000
2	Mobilization (6%)		Lump Sum	All		45,500
3	Temporary Protection And Direction Of Traffic		Lump Sum	All		6,500
4	Temporary Signs		Sq. Ft.	320	6.50	2080
5	Flagmen		Hour	1,000	15.50	15,500
6	Pilot Car		Hour	250	22.00	5,500
	Temporary EDA Site Signs		Sq. Ft.	64	18.00	1152
	ROADWORK					
7	Removal Of Structures And Obstructions		Lump Sum	All	—	1,500.00
8	General Excavation		Cu. Yd.	9740	4.50	43,830
9	Trench Excavation		Cu. Yd.	135	10.00	1350
10	Aggregate Shoulder Material		Ton	1800	4.75	8,550
11	Cement Treated Base Mixture		Ton	18,000	7.25	130,500
12	Portland Cement In CTB Mixture		Ton	990	65.00	64,350
13	Asphalt in Seal		Ton	50	130.00	6,500
14	Class "B" or Class "C" Asphalt Concrete Mixture		Ton	21,700	11.00	238,700
15	Class "C" Asphalt Concrete Mixture In Leveling Course		Ton	3700	11.00	40,700
16	Asphalt Cement In Mixture		Ton	1650	75.00	123,750
17	Asphalt In Tack Coat		Ton	30	130.00	3,900
18	12-inch Culvert Pipe		Lin. Ft.	188	12.00	2,256
19	8-inch Drain Pipe		Lin. Ft.	330	6.50	2145
20	Special Filter Material In Drains		Cu. Yd.	40	15.00	[illegible]

OREGON STATE HIGHWAY DIVISION
~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 2 of 2
Date
Section Hide Creek - Philomath
County
Kind Of Work Grading And Paving
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
21	Type 2A Guard Rail		Lin. Ft.	1,475	10^{00}	14,750-
2	Type 3 Guard Rail		Lin. Ft.	225	16^{00}	3600-
3	Guard Rail Anchors, Type 1		Each	6	275^{00}	1,650-
4	Guard Rail Anchors Type 2		Each	6	300^{00}	1,800
5	Extra For Guard Rail Bridge Connections		Each	8	300^{00}	2400
6	Rail End Pieces, Type B		Each	7	75^{00}	525
7	Rail End Pieces, Type C		Each	5	125^{00}	625-
8	Extra For Asphalt Approaches		Each	128	100^{00}	12,800
9	Extra For Asphalt Paved Mailbox Turnouts		Each	51	60^{00}	3060
0	Extra For Asphalt Ramps		Each	4	50^{00}	200
1	Delineators		Each	320	16^{00}	5120
2	Setting Mailbox Posts		Each	55	50^{00}	2750
3	Asphalt Rubber Chip Seal Bridge No. 771A		Sq. Yd.	556	7-	3892-
4	Asphalt Rubber Chip Seal Bridge No. 1259		Sq. Yd.	650	7-	4550-
5	Raise Deck Joint		Lin. Ft.	26	70-	1820-
						~~805,253~~-
						806,405

8492 15

bc: F. R. Klaboe
E. S. Hunter
V. E. Skoog
C. T. Keasey
C. W. Head
John Sheldrake, Reg. 2
J. H. Versteeg

February 9, 1977

Mr. C. Mark Smith
Western Regional Director
Economic Development Administration
Suite 500 Lake Union Building
1700 Westlake Avenue, North
Seattle, WA 98109

MISC. CONTRACTS AND
AGREEMENTS No. 6-9

Dear Mr. Smith:

SUBJECT: Project No. 07-51-03643
Hide Creek-Philomath Section
Alsea Highway

Enclosed is a fully executed copy of our acceptance of the "Offer of Grant" for EDA LPW Project 07-51-03643. Also enclosed are two copies each of Form ED-1004, "Designation of Depositary for Direct Deposit of Grant and/or Loan Funds", and Form SF-1194, "Authorized Signature Card for Payment Vouchers on Letter of Credit".

Mr. C. T. Keasey, Construction Engineer, 504 Executive House, 325 13th Street N.E., Salem, OR 97310 (503)378-6318 has been designated as our Project Coordinator for Project No. 07-51-03643.

Very truly yours,

L. W. Rulien
Program Management Engineer

RU:ljt
Enclosures

8492

Bd ~~2-22-77~~
~~3-1-77~~

February 9, 1977

Dept. of Fish and Wildlife
506 S. W. Mill Street
Portland, Oregon 97402

Attention: Jim Lauman

Dear Jim:

Re: Hide Creek-Philomath Section
Alsea Highway
Benton County

The Oregon State Highway Division has apparently been successful in obtaining funds for the above project as a Local Public Works Program project through the Economic Development Administration.

The project essentially is an overlay, minor widening and guardrail type project. The only work involving the structures over Rock Creek and Marys River is an asphaltic chip seal on the roadways of each and some deck joint repair work on Marys River. There is no stream involvement.

The EDA has, however, sent the attached Exhibit "A" and requested that the Oregon State Fish and Wildlife Department review this project for impacts.

Please review this Exhibit and the enclosed plans and if they are to your satisfaction, we would be pleased to have a comment from you to clear their concern.

If you have any questions, please call.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Design Office Engineer

DLT:jh

bc: Dick Unrien

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration

EXHIBIT "A"

Local Public Works Program

Project No.: 07-51-03643

SPECIAL CONDITIONS

Prior to the start of construction the Grantee shall provide evidence to the Regional Director, WRO, that the Oregon State Fish and Wildlife Department has reviewed this project and has been allowed the opportunity to propose measures to minimize any impacts which may have been identified.

Form ED-1030

8492 2-9-77 15

TELEPHONIC COMMISSION MEETING
FEBRUARY 8-9-10 or 11th
(Preferably 8th or 9th)

copy in com 5-1

PURPOSE: Authorization

1. To accept a grant of $925,709 under the Local Public Works Capital Development and Investment Act of 1976 (P.L. 94-369) from the Economic Development Administration, U.S. Department of Commerce. Deadline for acceptance is February 14, 1977.
2. To designate H. S. Coulter, State Highway Engineer, as the accepting official for the Oregon Department of Transportation.
3. To contract the asphaltic concrete surfacing overlay of the Hide Creek-Philomath Section of the Alsea Highway in Benton County, Oregon.
4. To designate C. T. Keasey, Construction Engineer, as the project coordinator.

2/4/77

ESH:ia

Approved at comm meeting (telephone)
1:30 PM Feb 9. —
Comm members present —
Tom Walsh, Peter Brix, Gordon Coleman

FORM ED-1004
(REV. 11-76)

OMB No. 41-R2364; Approval Expires August 31, 1979

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

DESIGNATION OF DEPOSITARY FOR DIRECT DEPOSIT OF GRANT AND/OR LOAN FUNDS

SECTION I (To be completed by Grantee and/or Borrower)

Name and Address of Grantee and/or Borrower

Oregon Department of Transportation - Highway Division - Salem, Oregon 97310

The U. S. National Bank of Oregon - Main Branch, 321 S. W. Sixth, Portland, Oregon 97208
(Name, Address and ZIP Code of Bank)

has been designated as the depositary for all funds to be received directly from the U.S. Treasury Department

for deposit to State Treasurer Account No. 010-0300-425 resulting from
(Account Name and/or Number)

EDA project number 07-51-03643 executed with the Economic Development Administration.

Names of persons authorized to make disbursements:

H. S. Coulter
E. S. Hunter
C. T. Keasey
V. E. Skoog

STATEMENT OF GRANTEE AND/OR BORROWER

I (We) understand that disbursements from the account may be made only for authorized costs of the projects.

Coulter 2-9-77
(Signature of Authorized Representative) (Date)

Highway Engineer
(Title of Authorized Representative)

SECTION II (To be completed by the Depositary)

The account identified in Section I has been established with this bank. All necessary documentation, including a power of attorney (where necessary), which will legally enable this depositary to receive U.S. Government checks

directly from the U.S. Treasury Department for deposit to State Treasurer Account No. 010-0300-425
(Account Name and/or Number)

without the payee's endorsement has been received and is in this depositary's custody. This bank is a member of the Federal Deposit Insurance Corporation.

U. S. National Bank of Oregon - Main Branch - 321 S. W. Sixth, Portland, Oregon 97208
(Name of Bank) (Address and ZIP Code where checks should be mailed)

Name and Address of the Local Federal Reserve Bank

Portland Branch Federal Reserve Bank, P. O. Box 3436, Portland, Oregon 97208

The Depositary hereby agrees to immediately notify the Grantee and/or Borrower when a deposit is made in the above account.

Robert D. Magers, Operations Officer
(Title of Authorized Bank Officer)

Robert D. Magers 2/3/77
(Signature of Authorized Bank Officer) (Date)

This report is authorized by law, 42 U.S.C. 4212, 34 C.F.R. Part 256, App. A. 12 U.S.C. 265 as amended. Failure to comply can result in legal action by the United States Government to recover the balance of the deposit.

UNITED STATES DEPARTMENT OF COMMERCE
The Assistant Secretary for Economic Development
Washington, D.C. 20230

Project No.: 07-51-03643

Offer Date: [illegible] 1977

OFFER OF GRANT

Pursuant to its authority under the Local Public Works Capital Development and Investment Act of 1976 (P.L. 94-369) and subject to the Special Conditions (Exhibit "A") and the Standard Terms and Conditions (Exhibit "B-LPW", dated November 1, 1976) which are herein incorporated by reference, the Economic Development Administration, U.S. Department of Commerce (Government) offers a Grant not to exceed $925,709 to the Oregon Department of Transportation, Salem, Marion County, Oregon, (Grantee) to provide financial assistance for the asphaltic concrete surfacing overlay of an existing highway,

(Project) presently estimated to cost $925,709.

This Offer, the Acceptance, the Special Conditions, and the Standard Terms and Conditions shall constitute the Grant Agreement. Acceptance of this Offer must be returned to the Economic Development Administration prior to FEB 14 1977

ECONOMIC DEVELOPMENT ADMINISTRATION

By: ______________________
Assistant Secretary
for Economic Development

The above Offer of Grant is hereby accepted.

Date: February 9, 1977

Oregon Department of Transportation
Highway Division
Legal Name of Grantee

By: H. S. Coulter
Signature and Printed Name

State Highway Engineer
Title of Accepting Official

CERTIFICATION (by authorized Official other than Accepting Official)

The person signing this acceptance was so authorized by the Governing Body or Board of the Recipient.

____
Signature

Manager, Commission Services
Title of Certifying Official

C. W. Head
Printed Name

February 9, 1977
Date

DATE: January 10, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Project Approved under Title I
of the Public Works Employment Act

The only monies allocated to the Department of Transportation under Title I of the Public Works Employment Act according to a tabulation received from the Executive Department was $225,799 for an overlay on the Hide Creek-Philomath Section of the Alsea Highway in Benton County.

No projects were approved for Aeronautics or Parks.

HSC:ia

bc R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Pulien
John Sheldrake

NOTICE 2-3-77 NOTICE

PROJECT MANAGEMENT
FEB -3 '77
REFERRED TO Buz
FOR
See me
Letter
File
Action
R/D
Investigate
Info

IMPORTANT PAPERS ARE ENCLOSED

PLEASE READ

This info. furnished to C.T. KERSEY.

Your project has been selected for inclusion in an evaluation of the Local Public Works Capital Development and Investment Program (Public Law 94-369). The purpose of this evaluation is to ascertain the economic impact of the two billion dollar Local Public Works Program -- the largest countercyclical public works program since the 1930's.

Your attention is directed to the important contents of this package which explains the role of your Grantee organizations in the LPW Program Evaluation. The enclosed letter points out the utmost need for your organization to immediately appoint an LPW Project Coordinator to serve as EDA's contact for matters pertaining to EDA's data collection requirements. THE CONTENTS OF THIS PACKAGE SHOULD BE GIVEN TO THE APPOINTED PROJECT COORDINATOR.

Included in the package are copies of Form ED-747, "Identification of LPW Coordinator, Grantee, Contractors and Subcontractors." A form must be completed (1) to identify the Project Coordinator and (2) to identify any known organizations and firms to be working on the LPW project. The form must then be returned to EDA in the enclosed self-addressed envelope. This package also contains instructions and an initial supply of Form ED-746, "Local Public Works Payroll Reporting Form," which must be completed and submitted for each payroll by all organizations and firms working on the LPW project. (More detailed instructions are contained in this package.)

Your acceptance of the Grant Offer will commit you to submit the requested information. Please refer to Section D, item 30, of the Standard Terms and Conditions, Exhibit "B-LPW."

Should you or any member of your staff have any questions on the contents of this package, please contact Aaron Cohen on (202) 377-2507 or Dr. Les Cohen on (202) 377-4154.

Thank you for your assistance in this most important endeavor.

8492

27

ENVIRONMENTAL REVIEW CHECKLIST

1-26-77

ALL CLEAR 1/26/77
Donald L Rout

2-24-77 Bid Letting ____________ All Clear Deadline

SECTION Hide Creek - Philomath
Highway Alsea Highway
County Benton Region ______
Type of Work C P Funds ______
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☒	
Negative Declaration	☒	☐	☐	☐	☒	
Project Assessment	☐	☒	☐	☐	☒	Statewide
Write-off Letter	☒	☐	☐	☐	☒	

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☒	
D.O.G.M.I.	☐	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☒	
Coast Guard	☒	☐	☐	☐	☒	
Co. Conditional Use	☐	☐	☐	☐	☐	
NPS Air Pollution	☐	☐	☐	☐	☐	
NPS Water Pollution	☐	☐	☐	☐	☐	

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☒	☐	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☒	

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒	☐	☐	☐	☒	

UNITED STATES DEPARTMENT OF COMMERCE
The Assistant Secretary for Economic Development
Washington, D.C. 20230

JAN 26 1977

In reply refer to:
Project No.: 07-51-03643

PROJECT MANAGEMENT
FEB -3 '77
REFER TO:
FOR

Mr. L. W. Rulien
Program Management Engineer
Oregon Department of Transportation
207 State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

We are pleased to enclose two signed copies of an Offer of Grant issued pursuant to your application for Federal assistance under the provisions of the Local Public Works Capital Development and Investment Act of 1976. The total project cost is based on the line item estimates contained in Attachment No. 1 hereto.

Your acceptance of the Offer of Grant shall be indicated by the signature of your principal official on one of the signed copies. The official's signature shall be certified by an authorized official other than your principal official. Send the accepted copy to the Director, Western Regional Office, Lake Union Building, Suite 500, 1700 West Lake Avenue, North Seattle, Washington 98109.

Also enclosed are two copies of Form ED-1004, "Designation of Depositary for Direct Deposit of Grant and/or Loan Funds", and Form SF-1194, "Authorized Signature Card for Payment Vouchers on Letter of Credit", which are required to issue a letter of credit. Please have both forms properly executed and return them to the Regional Office together with the accepted copy of the Offer.

You are cautioned not to make any commitments in reliance on this grant, nor to enter into negotiations relative hereto, until you have carefully reviewed the terms and conditions and have determined that you are in compliance or that you can comply therewith. Any commitments or undertakings entered into prior to obtaining the approval of the Government in accordance with its terms and conditions will be at your own risk.

We would like to remind you that on-site labor must commence within 90 days of the date of the Offer of Grant, which is the date of project approval.

Sincerely,

Assistant Secretary
for Economic Development

Enclosure

Form ED-1028 W

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration

EXHIBIT "A"

Local Public Works Program

Project No.: 07-51-03643

SPECIAL CONDITIONS

Prior to the start of construction the Grantee shall provide evidence to the Regional Director, WRO, that the Oregon State Fish and Wildlife Department has reviewed this project and has been allowed the opportunity to propose measures to minimize any impacts which may have been identified.

Form ED-1030

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

Economic Development Administration Directives System

BULLETIN

No. 2-77
Effective Date: 1/7/77
Destroy Date: 9/30/77

THE LPW 90 DAY ON-SITE LABOR DEADLINE

Applicants for assistance under the Local Public Works Capital Development and Investment Act of 1976 executed an assurance as part of their applications that they would "... cause on-site labor on the project to begin within 90 days after receipt of notification from the approving Federal agency that funds have been approved..." It is the opinion of the Chief Counsel that commencing the 90-day period with the time of receipt of notification of approval is a reasonable administrative interpretation of the statutory requirement of Section 106(d) of the Act and 13 CFR 316.10(b)(4).

Form letters of approval previously sent to grantees have included a reminder that on-site labor must commence within "90 days of the date of the Offer of Grant, which is the date of project approval."

Also paragraph D2 of the Standard Terms and Conditions governing grants under the Act provides that, "The grantee agrees that it will cause on-site labor to begin within ninety (90) days after date of the 'Offer of Grant,'" while paragraph D33 of the Standard Terms and Conditions reaffirms and incorporates the assurances provided with the application which as noted above includes the obligation for the commencement of on-site labor within 90 days "after receipt of notification" of approval.

To assure fairness to our grantees and avoid any confusion as to the commencement of the 90 day time period within which on-site labor must begin, I am hereby determining as a matter of administrative policy that notwithstanding the language of paragraph D2 of the Standard Terms and Conditions and the language contained in the form letters of approval referred to above, the 90 day time period within which on-site labor must begin shall be as provided in the assurance accompanying applications, i.e., within 90 days after receipt of notification of project approval.

Assistant Secretary
for Economic Development

ED-88

B

PLEASE DIRECT ALL QUESTIONS NOT PERTAINING TO THE LPW EVALUATION MATERIALS TO THE DESIGNATED REPRESENTATIVE LISTED BELOW AT YOUR EDA REGIONAL OFFICE:

Atlantic Regional Office - Philadelphia
Mr. Dave Bochniowich (215) 597-7893
Applies to following: Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Puerto Rico, Rhode Island, Vermont, Virginia, Virgin Islands, and West Virginia

Southeastern Regional Office - Atlanta
Mr. Arch Bratton (404) 526-7906
Applies to following: Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee

Rocky Mountain Regional Office - Denver
Mr. Bill Roberts (303) 837-4821
Applies to following: Colorado, Iowa, Kansas, Missouri, Montana, Nebraska, North Dakota, South Dakota, Utah, and Wyoming

Midwestern Regional Office - Chicago
Mr. Mike Dodge (312) 353-7148
Applies to following: Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin

Western Regional Office - Seattle
Mr. John Spivey (206) 442-5476
Applies to following: Alaska, American Samoa, Arizona, California, Guam, Hawaii, Idaho, Nevada, Oregon, and Washington

Southwestern Regional Office - Austin
Mr. Al Miller (512) 397-5825
Applies to following: Arkansas, Louisiana, New Mexico, Oklahoma, and Texas

8492

DATE: January 10, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Project Approved under Title I
of the Public Works Employment Act

The only monies allocated to the Department of Transportation under Title I of the Public Works Employment Act according to a tabulation received from the Executive Department was $925,709 for an overlay on the Hide Creek-Philomath Section of the Alsea Highway in Benton County.

No projects were approved for Aeronautics or Parks.

HSC:ia

bc R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
John Sheldrake

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

December 11, 1976

Mr. L. W. Rulien
Oregon Department of Transportation
Program Management Section
207 State Highway Bldg.
Salem, Oregon 97310

PROJECT MANAGEMENT
DEC 16 '76
REFER TO:
FOR
See me
Letter
File
Action
R/D
Investigate
Info

H-11

Dear Mr. Rulien:

This is to acknowledge that on December 9, 1976 the Economic Development Administration received your application for a grant of $ 925,709 to construct Hide Creek-Philomath Section of Alsea Highway in Salem, Oregon.

EDA has begun to process your application for consideration under the Local Public Works and Capital Development and Investment Act of 1976.

The temporary project identifier assigned to your application is Number OR-0394-1 and should be used as a reference in future correspondence.

With warm regards,

C. Mark Smith
Regional Director

NOTED
RICHARD UNREIN

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109
(206) 442-0864

Locator No; OR-0394-0

H-11

November 30, 1976

PROJECT MANAGEMENT
DEC - 6 '76
REFER TO:
FOR
See me
Letter
File
Action
R/D
Investigate
Info

Mr. L. W. Rulien
Oregon Department of Transportation
Program Management Section
207 State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

This is in reference to your application for Federal Assistance under the Local Public Works Capital Develpment and Investment Act of 1976 for a grant of $925,709 for 6.3 mile pavement overlay of existing highway, which was received in this office on November 10, 1976.

Subsequent to our previous correspondence of November 11, 1976, further review of your application has revealed that your proposal does not meet the requirements of the Act because the project area you have requested appears inappropriately large. Our analysis indicates that it is not likely that a major part of the new jobs for your project will be drawn from Eugene-Springfield counties/SMSA's. Your application is therefore denied and all application materials are returned herewith.

Our guidelines permit us to accept the following kinds of project areas:

1. The applicant's local area or jurisdiction, or a portion of it, when it is smaller than a county.
2. The county, or the standard metropolitan statistical area (SMSA), or the labor market area (LMA) where the project is located.
3. Contiguous non-SMSA counties which are in close proximity and reasonable commuting distance.

If you wish to request a larger project area than any of these three, it should be clearly identified and justified in terms of the following:

1. Commuting patterns
2. Historical involvement
3. Union hiring practices
4. Proximity

NOTED
RICHARD UNREIN

If the project is outside an SMSA and these criteria justify including part of it, we can accept without detailed justification a total project area containing approximately 100 times as many unemployed persons as the number of persons to be employed by the project. (It is not necessary for you to define the part of the SMSA that you will include. You may assume that the unemployment rate is the same throughout the SMSA.) The weighted unemployment rate for the project area will be computed by combining the labor force and number of unemployed persons in your home county with that part of the labor force and unemployed persons which are assigned to the SMSA.

If you wish to request a project area even larger than that covered by these four criteria, it will be necessary to provide an adequate description of the area and situation to justify a labor pool far in excess of the labor needs of the project. You will probably also need to obtain unemployment data from the State Employment Security Agency, since the CETA data we have is limited to major cities in their entirety and is for the months of April, May and June. You must use identical periods for unemployment data when combining areas to get weighted average unemployment rate.

You have the option of resubmitting your application with a revised project area, or additional justification of an excess labor pool in terms of the labor needs of the project. Please be advised that if your revised application is not resubmitted by close of business December 9, 1976, it will not be included in the first ranking and selection of projects. Please refer to the above Locator Number in all future correspondence regarding the application.

With warm regards,

C. Mark Smith
Regional Director

SUBJECT: Your Third Copy

Each copy of your application was referred to a different EDA internal office for specialized review. Only 2 have been recovered to date. We are returning only the 2 copies rather than delay until the third copy is obtained.

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

November 11, 1976

H-11

L. W. Rulien
Oregon Dept. of Transportation
Program Management Section
207 State Hwy. Bldg.
Salem, Or. 97310

Dear Mr. Rulien:

This is to acknowledge that on November 10, 1976 the Economic Development Administration received your application for a grant of $ 925,709 for pavement overlay in Salem, Oregon.

EDA has begun to process your application for consideration under the Local Public Works and Capital Development and Investment Act of 1976.

The temporary project identifier assigned to your application is Number OR-0394-0 and should be used as a reference in future correspondence.

With warm regards,

C. Mark Smith
Regional Director

NOTED
RICHARD UNREIN

PROJECT MANAGEMENT
NOV 17 '76
REFER TO:
FOR

Info	Investigate	R/D	Action	File	Letter	See me

8-12)

November 9, 1976

Mr. C. Mark Smith
Regional Director
Economic Development Administration
Suite 500, Lake Union Building
1700 Westlake Avenue, North
Seattle, Washington 98109

Dear Mr. Smith:

Herewith is an original and two copies each of completed application forms for the following projects for which we request Federal Assistance under Title I of the Local Public Works Capital Development and Investment Act of 1976:

PROJECT	ODOT NUMBER
Hide Cr.-Philomath Section Alsea Highway (paving)	H-11
Noble Slough-Roaring Cr. Section Santiam Highway (re-const.)	H-18
Bellevue-McMinnville Section Salmon River Highway (re-const.)	H-25
MP 0.0-MP 2.8 Section Redwood Highway (paving)	H-33
MP 35-MP 48 Section Central Oregon Highway (paving)	H-42
Crooked R. Br.-Canal Blvd. Section The Dalles-California Highway (paving)	H-43
Lava Butte-LaPine Section The Dalles-California Highway (paving)	H-44
Collier State Park-Day School Section The Dalles-California Highway (paving)	H-47
Willamette Jct.-Chemult Section The Dalles-California Highway (paving)	H-48

PROJECT	ODOT NUMBER
MP 272-MP 277 Section The Dalles-California Highway (paving)	H-50
Guano Lake-Nevada State Line Section Warner Highway (paving)	H-52
Moro Maintenance Building	H-53
Tygh Ridge-Tygh Valley Section The Dalles-California Highway (paving)	H-55
Maupin Maintenance Building	H-56
Burns Jct. Section Steens Highway (paving)	H-67
MP 191.5-MP 203.3 Section Columbia River Highway (paving)	H-75

These projects will directly benefit or provide employment for unemployed persons within the project area. The Oregon Department of Transportation assures you that on-site Labor can begin within 90 days of project approval.

We hereby certify that a copy of each full application has been submitted to the appropriate A-95 Clearinghouses.

Additional project requests will follow in a few days. If you have any questions please write or call me at (503) 378-6563.

Very truly yours,

L. W. Rulien
Program Management Engineer

bc: F. B. Klaboe
E. S. Hunter
Regions: 2, 3, 4, & 5
Districts: 3, 4, 8, 9, 10, 11, 12, & 14

8a92

November 9, 1976

Federal Aid Coordination Section
Local Government Relations Division
Executive Department
240 Cottage Street, S.E.
Salem, Oregon 97310

Attention: Mr. Norm Boice

Dear Mr. Boice:

In compliance with EDA Guidelines for Title I Local Public Works projects, we are submitting one copy of the completed application for the following projects:

ODOT NO.	PROJECT	PNRS NO.
H-11	Hide Cr.-Philomath Section Alsea Highway (paving)	7610 2 280
H-18	Noble Slough-Roaring Cr. Sec. Santiam Highway (re-const.)	7609 2 3130
H-25	Bellevue-McMinnville Section Salmon R. Highway (re-const.)	7610 2 1010
H-33	MP 0.0-MP 2.8 Section Redwood Highway (paving)	7610 2 1050
H-42	MP 35-MP 48 Section Central Oregon Highway (paving)	7610 2 1040
H-43	Crooked R. Br.-Canal Blvd. Sec. The Dalles-California Hwy. (pave)	7610 2 890
H-44	Lava Butte-LaPine Section The Dalles-California Hwy. (paving)	7610 2 1370
H-47	Collier State Park-Day School Sec. The Dalles-California Hwy. (paving)	7610 2 1900
H-48	Willamette Jct.-Chemult Section The Dalles-California Hwy. (pave)	7610 2 1880

ODOT NO.	PROJECT	PNRS NO.
H-50	MP 272-MP 277 Section The Dalles-California Hwy. (pave)	7610 2 1810
H-52	Guano Lake-Nevada State Line Sec. Warner Highway (paving)	7610 2 1760
H-53	Moro Maintenance Building	7610 2 050
H-55	Tygh Ridge-Tygh Valley Section The Dalles-California Hwy. (paving)	7610 2 1730
H-56	Maupin Maintenance Building	7610 2 060
H-67	Burns Junction Section Steens Highway (paving)	7610 2 1790
H-75	MP 191.5-MP 203.3 Section Columbia River Highway (paving)	7610 2 1830

Please submit any comments directly to EDA in Seattle.

Very truly yours,

INAL SIGNED BY
D. E. SWAN

D. E. Swan
Federal Aid Engineer

RU:re

Encl.

8a42

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November 9, 1976

Oregon District 4 Council of
  Governments
#7 Wellsher Building
Corvallis, Oregon 97330

Gentlemen:

In compliance with EDA Guidelines for Title I Local Public Works projects, we are submitting one copy of the completed application for the following projects:

ODOT NO.	PROJECT	PNRS NO.
H-11	Hide Cr.-Philomath Section Alsea Highway (paving)	7610 2 280
H-18	Noble Slough-Roaring Cr. Section Santiam Highway (re-construct)	7609 2 3130

Please submit any comments directly to EDA in Seattle.

Very truly yours,

INAL SIGNED BY
D. E. SWAN

D. E. Swan
Federal Aid Engineer

RU:re

Encl.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Hide Creek-Philomath (ODOT H-11) D

DATE: 11/1/76

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7610 2 280

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

Hide Creek - Philomath

H-11

EXHIBIT V-D

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
PARKS AND RECREATION BRANCH
525 TRADE STREET S.E., SALEM, OREGON 97310

DATE: October 1, 1976

D.E. Swan
Federal Aid Engineer
209 State Highway Bldg.
Salem, OR 97310

RE: Hide Creek-Philomath
Alsea Highway

Dear Sirs:

This letter is in response to your request for official comment from the State Historic Preservation Office regarding impact of your federally funded project on cultural resources.

After a careful review of your proposed project, our office can offer the following comments. We feel the area of the project is not of historic significance and since ground disturbance of previously undisturbed ground is minimal, this office feels that there will be no likely impact to archeological resources. We therefore feel no cultural resource surveys are required and that the project is in compliance with Public Law 89-665 and Executive Order 11593.

Sincerely,

Paul B Hartwig

Paul B. Hartwig
Historical Programs Coordinator
State Historic Preservation Office

cc:
G. L. Green, FHWA
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
C. O. Fredrickson
H. C. Johnson
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

EL:ko

1859

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
PARKS AND RECREATION BRANCH
525 TRADE STREET S.E., SALEM, OREGON 97310

DATE: October 27, 1976

Pieter Dykman
Research Coordinator
Highway Environmental Section
State Highway Building
Salem, OR 97310

RE: Hyde Creek-Philomath Project
(PNRS 7609 2 280)

Dear Sirs:

This letter is in response to your request for official comment from the State Historic Preservation Office regarding impact of your federally funded project on cultural resources.

After a careful review of your proposed project, our office can offer the following comments. We feel the area of the project is not of historic significance and since ground disturbance of previously undisturbed ground is minimal, this office feels that there will be no likely impact to archeological resources. We therefore feel no cultural resource surveys are required and that the project is in compliance with Public Law 89-665 and Executive Order 11593.

Sincerely,

Paul B Hartwig

Paul B. Hartwig
Historical Programs Coordinator
State Historic Preservation Office

EL:ko

ODOT 11-11

FORM ED-101LPW
(8-76)
OMB No. 41-R-2934
Approval Expires September, 1977.

LOCA BLIC WORKS CAPITAL DEVELOPMENT AND INVESTMENT PROGRAM APPLICATION

P.L. 94-369 Sec. 107
No Assistance Shall be Approved until a Completed Application has been Received

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION
OMB Approval No. 29-R0218

FEDERAL ASSISTANCE
Part I

1. Type of action (Mark appropriate box)
[redacted]
☒ Application
☐ Notification of intent (Opt.)
☐ Report of Federal Action

2. Applicant's application
a. Number: ODOT
b. Date Yr. mo. day: 1976 12 6

3. State application identifier (SAI)
a. SAI Number: PNRS 7610 2 280
b. Date Assigned Yr. mo. day: 1976 10 1

Leave Blank: 10-1-76OR-0394-1

SECTION I - APPLICANT RECIPIENT DATA

4. Legal applicant/recipient
a. Applicant name: Oregon Department of Transportation
b. Organization Unit: Program Management Section
c. Street/P.O box: 207 State Hwy. Bldg.
d. City: Salem, OR
e. County: Marion
f. State
g. ZIP Code: 97310
h. Contact person (Name & phone no.): L. W. Rulien (503) 378-6563

5. Federal employer identification no.: 93-6001765W

6. Program (From Federal Catalog)
a. Number: 11●310
b. Title: Local Public Works Capital Development and Investment Program

7. Title and description of applicant's project

Hide Creek-Philomath Section
Alsea Hwy., Ore. 34
6.3 mile pavement overlay of existing Highway.

8. Type of applicant/recipient
A-State
[redacted]
[redacted]
D-County
E-City
F-School District
G-Special Purpose District
J-Indian Tribe
K-Other (Specify)
(Enter appropriate letter) A

9. Type of assistance
A-Basic grant
B-Suppl. grant
[redacted]
[redacted]
(Enter appropriate letter(s)) A ☐

[redacted]

12. Type of application
A-New
C-Revision
[redacted]
[redacted]
(Enter appropriate letter) C

[redacted]

13. PROPOSED FUNDING	
a. Federal	$ 925,709 .00
b. Applicant	.00
c. State	.00
d. Local	.00
e. Other	.00
f. Total	$ 925,709 .00

14. CONGRESSIONAL DISTRICTS OF:
a. Applicant: Oregon 2nd
b. Project: 1st.

16. Project Start Date Yr. mo. day: 1977 4 1
17. Project Duration Months: 10

[redacted]

19. Existing Federal identification number: OR-0394-0

20. Federal Agency to receive request (Name, City, State, ZIP Code): Economic Development Administration, Seattle, WA 98109

21. Remarks added (See Sec. IV) ☐ Yes ☒ No

SEC. II-CERTIFICATION

22. The Applicant certifies:
a. To the best of my knowledge and belief, data in this [redacted] application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.
b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached: (See remarks - Sec. IV if more than 3 clearinghouses)

	No Response	Response Attached
(1) State	☐	☒
(2) District (4)	☐	☒
(3)	☐	☐

23. Certifying representative
a. Typed name and title: L. W. Rulien, Program Management Engineer
b. Signature
c. Date signed Yr. mo. day: 1976 12 6

SECTION III - FEDERAL AGENCY ACTION

N/A

24. Agency name
25. Application received Yr. mo. day 19
26. Organizational unit
27. Administrative office
28. Federal application ID
29. Address
30. Federal grant ID

31. Action taken
☐ a. Awarded
☐ b. Rejected Denied
☐ c. Returned for Amendment
☐ d. Deferred
☐ e. Withdrawn

32. FUNDING	
a. Federal	$ .00
b. Applicant	.00
c. State	.00
d. Local	.00
e. Other	.00
f. Total	$ .00

33. Action date Year month day 19
34. Starting date Yr. mo. day 19
35. Contact for additional information (Name and telephone number)
36. Ending date Yr. mo. day 19
37. Remarks added (See Sec. IV and Exhibit I-22-b) ☐ Yes ☐ No

38. Federal Agency A-95 Action
a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part 1, OMB Circular A-95, it has been or is being made.
b. Federal Agency A-95 Official (Name and telephone no.)

USCOMM-DC 18686-P76

ODOT H-11

FORM ED-101LPW
(8-76)
OMB No. 41-R-2934
Approval Expires September, 1977

LOCAL PUBLIC WORKS CAPITAL DEVELOPMENT AND INVESTMENT PROGRAM APPLICATION

P.L. 94-369 Sec. 107

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

No Assistance Shall be Approved until a Completed Application has been Received

OMB Approval No. 29-R0218

FEDERAL ASSISTANCE
Part I

1. Type of action (Mark appropriate box)
[redacted]
☒ Application
☐ Notification of intent (Opt.)
☐ Report of Federal Action

2. Applicant's application
a. Number: ODOT H-11
b. Date Yr. mo. day: 1976 11 3

3. State application identifier (SAI)
a. SAI Number: PNRS 7610 2 280
b. Date Assigned Yr. mo. day: 1976 10 1

Leave Blank
00-1??A-0

4. Legal applicant/recipient
a. Applicant name : Oregon Department of Transportation
b. Organization Unit : Program Management Section
c. Street/P.O box : 207 State Hwy. Bldg.
d. City : Salem, OR
e. County : Marion
f. State :
g. ZIP Code: 97310
h. Contact person (Name & phone no.) : L. W. Rulien (503) 378-6563

5. Federal employer identification no.
93-6001765W

6. Program (From Federal Catalog)
a. Number: 1 1 . 3 1 0
b. Title: Local Public Works Capital Development and Investment Program

7. Title and description of applicant's project
Hide Creek-Philomath Section
Alsea Hwy., Ore. 34
6.3 Mile pavement overlay of
Existing Highway.

8. Type of applicant/recipient
A-State
[redacted]
[redacted]
D-County
E-City
F-School District
G-Special Purpose District
J-Indian Tribe
K-Other (Specify)
(Enter appropriate letter) A

9. Type of assistance
A-Basic grant
B-Suppl. grant
[redacted]
(Enter appropriate letter(s)) A ☐

[redacted]

12. Type of application
A-New
C-Revision
[redacted]
(Enter appropriate letter) A

[redacted]

13. PROPOSED FUNDING		
a. Federal	$925,709	.00
b. Applicant		.00
c. State		.00
d. Local		.00
e. Other		.00
f. Total	$925,709	.00

14. CONGRESSIONAL DISTRICTS OF:
a. Applicant: Oregon 2nd
b. Project: 1st

16. Project Start Date Yr. mo. day: 1977 4 1
17. Project Duration Months: 10

[redacted]

19. Existing Federal identification number
N/A

20. Federal Agency to receive request (Name, City, State, ZIP Code)
Economic Development Administration, Seattle, WA 98109

21. Remarks added (See Sec. IV)
☐ Yes ☒ No

SECTION I - APPLICANT RECIPIENT DATA

SEC. II-CERTIFICATION

22. The Applicant certifies:
a. To the best of my knowledge and belief, data in this [redacted] application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.

b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached: (See remarks - Sec. IV if more than 3 clearinghouses)

	No Response	Response Attached
(1) State	☐	☒
(2) District (4)	☐	☒
(3)	☐	☐

23. Certifying representative
a. Typed name and title
L. W. Rulien
Program Management Engineer
b. Signature
c. Date signed Yr. mo. day: 1976-11-3

N/A

SECTION III - FEDERAL AGENCY ACTION

24. Agency name
25. Application received Yr. mo. day: 19
26. Organizational unit
27. Administrative office
28. Federal application ID
29. Address
30. Federal grant ID

31. Action taken
☐ a. Awarded
☐ b. Rejected Denied
☐ c. Returned for Amendment
☐ d. Deferred
☐ e. Withdrawn

32. FUNDING		
a. Federal	$	.00
b. Applicant		.00
c. State		.00
d. Local		.00
e. Other		.00
f. Total	$	.00

33. Action date Year month day: 19
34. Starting date Yr. mo. day: 19
35. Contact for additional information (Name and telephone number)
36. Ending date Yr. mo. day: 19
37. Remarks added (See Sec. IV and Exhibit I-23-b)
☐ Yes ☐ No

38. Federal Agency A-95 Action
a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part I, OMB Circular A-95, it has been or is being made.
b. Federal Agency A-95 Official (Name and telephone no.)

ODOT H-11

SECTION IV – REMARKS *(Please reference the proper item number from Sections I, II, or III, if applicable.)*

Agency Special Instructions:

(a) Shaded-over items need not be completed

(b) Item 12.c – Revision refers to applications resubmitted after deficiencies are remedied.

(c) Item 13 Proposed Funding " – identify all Federal funds:

Agency Name	**Funds**	**Type of Funds**
EDA – LPW	$ 925,709	LPW Grant
*Total Federal	$ 925,709	←— (Enter in Item 13a)

(*) Must agree with sum of Line 13 and appropriate part of 14b in Part III, Section B – LPW Grant Budget.

(d) Item 16 – In estimating project start date, assume approval 60 days after receipt.

(e) Item 22b – Modified OMB Circular A-95 procedure applies for first 90 days *(see Regulations and/or Program Guidelines).*

ODOT H-11

Instructions for Parts II, III, IV, V and VI are attached to the end of the application

PLEASE TYPE/PRINT ALL DATA LEGIBLY

Part II
PROJECT APPROVAL INFORMATION

Section A – GENERAL

1. Does this project require Federal, State, Regional, or local clearance, approvals or permits for construction?

☐ Yes → What is (are) the name(s) of the Agency(ies) or Board(s) which has (have) the authority to issue the clearance, approval or permit?

☒ No

Attach Clearance Document(s) or Permit(s) as Exhibit II-A-1.

2. Relationship to plans

a. Does the proposed project relate to existing local or regional development plans or programs?

☒ Yes – *Identify Titles and date of Plans* A Plan For Land Use and Major Streets, Benton County, Oregon (1965 Preliminary Report)-January, 1966

☐ No

b. Does the proposed project advance longer range plans and programs if different from 2a?

☐ Yes – *Identify Titles and date of Plans*

☒ No

3. Will the project for which the assistance is requested cause the displacement of individuals, families, businesses, or farms?

☐ Yes – *State the approximate date(s) of displacement(s) mentioned above:* Date(s)

☒ No

4. Has other Federal Assistance (Grant or Loan) been requested for this project?

☐ Yes – *Complete the information on the right.* → Name of Program

☒ No

Catalog of Federal Domestic Assistance No.

Amount $

Federal ID No.

Status as of: (Date)

☐ Pre-Application submitted
☐ Application pending*
☐ Application was submitted, but applicant has requested that it be withdrawn from consideration.*
☐ Approved but not funded*
☐ Approved, and this application is a request for supplementary funding
☐ Denied

** See Instructions for required Exhibit II-A-4*

5. If the applicant is a special purpose unit of local government, such as a Port Authority, or Water and Sewer District, explain why the special purpose unit of government is the better qualified agency, rather than the general unit of local government, to apply for and administer the proposed project.

N/A

Section A – GENERAL – Continued

6a. The project is ☒, is not ☐ located in an area designated by the U.S. Department of Housing and Urban Development as an area having special flood hazards under the Flood Disaster Protection Act of 1973 (P.L. 93-234).

b. The area in which the project is located has ☒, has not ☐ been identified by the U.S. Department of Housing and Urban Development as one in which the sale of flood insurance has been made available under the National Flood Insurance Act of 1968. (42 U.S.C. 4001).

7. Does project extend beyond the boundaries of applicant's jurisdictional area?

☐ Yes – *Comments must be obtained from the appropriate government authorities of each jurisdictional area, or from the appropriate governmental unit having authority over the entire project area. Attach as Exhibit II-A-7.*

☒ No

8. Attach as **Exhibit II-A 8** a certification from the properly authorized official of the Federal Agency or State or local government within which the project is located, that no funds budgeted and available or otherwise specifically committed for the project applied for in this application shall be reduced, diminished, or replaced by funds requested in this application.

Section B – ENGINEERING INFORMATION

1. Complete, and attach as **Exhibits II-B-1a and 1b**, the following:

Applicant's Certificate for Contract Construction. **(Exhibit II-B-1a)**
A/E's Certificate for Contract Construction. **(Exhibit II-B-1b)**

2. Architect/Engineer or Project Designer

Name Oregon Department of Transportation (Applicant)
Address (include ZIP code) State Highway Building, Salem, OR 97310

Telephone – Area Code 503 Number 378-6563

N/A Attach a copy of the agreement between the applicant and A/E, and identify as **Exhibit II-B-2.**

3. Attach and identify as **Exhibit II-B-3** a copy of the Architect/Engineer Report on the proposed project.

4. Attach and identify as **Exhibit II-B-4** an opinion from acceptable Title Counsel describing the interest applicant/operator has in the site and certifying that the estate or interest is legal and valid.

Section C – CIVIL RIGHTS INFORMATION

1. In the previous two years, has the applicant:

(a) been involved in any lawsuit alleging discrimination because of race, color, sex or national origin;

(b) had any administrative complaints filed against the applicant alleging discrimination because of race, color, sex or national origin; or

(c) undergone any Civil Rights Compliance reviews?

☒ Yes *Attach a brief narrative description of the action and its outcome or resolution. Include the identities of the [illegible] e.g. individual government bureau) involved. Identify as Exhibit II-C-1.*

☐ No

2. Submit a copy of the most current Form EEO-4, "State and Local Government Report." If the applicant employs over 1000 persons or does not have an EEO-4, a Form ED-612, "Assurance of Job Opportunities for the Unemployed", may be used to reflect the applicant's total current employment. Identify as Exhibit II-C-2.

ODOT H-11

Part III
PROJECT BUDGET INFORMATION

Section A – GENERAL

Type of LPW Grant Requested: *(Check one)*

1. ☒ 100% Grant for new project.
2. ☐ Supplementary Grant to increase Federal Contribution to Approved Federal Agency Project.
3. ☐ Supplementary Grant to provide all or part of the State or local share (but not both) of an approved State or local public works project.

See instructions for required Exhibit III-A-1, III-A-2 or III-A-3.

Section B – CALCULATION OF LPW GRANT BUDGET

Cost classification (a)		Total amount required *(Present estimate)* (b)
1. Administration Expenses		$ 0
2. Architectural Engineering		0
3. Other Architectural Engineering Fees		0
4. Project Inspection Fees		69,428
5. Relocation Expenses		0
6. Relocation Payments to Individuals and Businesses		0
7. Demolition and Removal a. Labor	0	
b. Non-labor	0	
c. TOTAL		$ 0
8. Construction and Project Improvement a. Labor	154,285	
b. Non-labor	617,139	
c. TOTAL		$771,424
9. Equipment		0
10. TOTAL *(Lines 1 thru 9)*		$840,852
11. Add: Contingencies		84,857
12. TOTAL Project Amount		$925,709
13. Federal Share Requested in Line 12 (LPW)		925,709
14 Other Shares (State, Local, Federal) a. State	0	
b. Other Local/Federal *(Identify under "Remarks" below)*	0	
c. TOTAL Other Shares		$ 0
15. TOTAL Project *(Lines 13 and 14c)*		925,709

Section C – REMARKS

Line 4 - Resident Engineers Salary $2,532/month

Note: Federal Management Circular 74-7, Exhibit M-4 (modified)

ODOT H-11

Part IV
PROJECT NARRATIVE

Section A – PROJECT DESCRIPTION

1. **Physical Description of Project** – Identify the major elements of the project and indicate type of work being performed such as new construction, demolition, renovation, repair or improvements. When identifying major project elements, list in order of importance, with the major project element representing the largest fraction of the total cost of the project listed first.

Project will consist of an asphaltic concrete surfacing overlay of the existing highway, and reconstruction of the shoulders.

Major Element: Surfacing

2. **Program Description of Project** – Describe the objectives of the public works project for which the LPW grant is being requested and include any long-term benefits that may accrue to the community.

The objective of this project is to preserve the integrity of the existing pavement structure and protect the previous public investments on this section of roadway. Further deterioration will result in a much more extensive rebuilding program being required in the future. This route is on the state's primary highway system and serves primarily as a farm to market route for the Philomath-Corvallis area. The condition of this route also has a major impact on the lumber industry in this area. As such, this route plays an important role in the economy of this region.

3. **Project Area** – Define the project area; include the appropriate boundaries and/or jurisdiction. The project area definition must be identical with that upon which the project area's unemployment was based *(See IV. B. 1)*.

The project area from which the work force for this project will be drawn includes all of Benton County.

ODOT H-11

Section B – PROJECT IMPACT

1. Attach Exhibit IV-B-1, "Request for Eligibility", to establish basis for the project area's priority.

2. If the project area is a community or neighborhood within a local jurisdiction, describe how the project directly benefits, or provides employment for unemployed persons who are residents of the community or neighborhood for which the unemployment data was supplied.

N/A

3. Describe expected impact of construction of this project on unemployment in the project area.

Will make a small but significant contribution toward reduction of unemployment in the project area over a period of Ten months.

Section C – APPLICANT'S ESTIMATE OF CONSTRUCTION JOB OPPORTUNITIES CREATED BY THIS PROJECT

Job or job skills	Total projected number of employees	Estimated number of person-months of employment
Skilled labor	17	56
Unskilled labor	6	20
Other	2	9
TOTAL	25	85

FORM ED-101LPW (8-76)

USCOMM-DC 18890-P76

HIDE CR.-PHILOMATH

ODOT H-11

H

Part V
ENVIRONMENTAL DATA

A. Has a Federal, State, or Local Environmental Impact Statement or Analysis been prepared for this project?

☒ Yes - *Attach a copy of that document as **Exhibit V-A**. Compare this document with the information requested in the instructions to be sure that every point is covered, and correct any deficiencies.*

☐ No - *Provide detailed environmental information requested in the instructions for Part V. Attach as **Exhibit V-A**.*

B. If the State Historic Preservation Officer (SHPO) has reviewed and commented on this project proposal, attach a copy of these comments as **Exhibit V-B**.

If not, the applicant must provide the SHPO with a detailed project description (such as the A/E Report) and request comments which must be submitted to the appropriate EDA Regional Office.

Date on which the SHPO was notified: ***NOTE:** This date must be prior to submission of the application to EDA.* →

Date
9-29-76

C. Will any of the following items be affected by the proposed project? (Answer for all areas that are directly affected or adjacent to affected property). *—Check appropriate box for every item of the following checklists.*

Yes	No	Unknown	**1. Land Use**
☐	☒	☐	Wildnerness (designated or proposed under the Wildnerness Act)
☐	☒	☐	Open Spaces
☐	☒	☐	Forests
☐	☒	☐	Grazing
☐	☒	☐	Agricultural
☐	☒	☐	Residential
☐	☒	☐	Commercial
☐	☒	☐	Industrial
☐	☒	☐	Mining, Quarrying
☐	☒	☐	Recreational
☒	☐	☐	Transportation
☐	☒	☐	Parks
☐	☒	☐	Hospitals
☐	☒	☐	Schools
☐	☒	☐	Historical, Archeological Sites (Listed on the National Register of Historic Places or which may be eligible for listing)

Yes	No	Unknown	**2. Critical Resources**
☐	☒	☐	Shoreline
☐	☒	☐	Beaches
☐	☒	☐	Dunes
☐	☒	☐	Steep Slopes
☐	☒	☐	Aquifer Recharge Area
☐	☒	☐	Wildlife Refuge
☐	☒	☐	Estuary
☐	☒	☐	Wetlands
☐	☒	☐	Floodplain
☐	☒	☐	Critical Habitats (or endangered/threatened species)
☐	☒	☐	Wild or scenic river (proposed or designated under the Wild and Scenic Rivers Act)

D. Are any facilities under your ownership, lease, or supervision to be utilized in the accomplishment of this project, either listed or under consideration for listing on the Environmental Protection Agency's List of Violating Facilities?

☐ Yes

☒ No

Part VI

ASSURANCES

The applicant hereby assures and certifies that it shall comply with the regulations, policies, guidelines and requirements, including Office of Management and Budget Circular No. A-95, and Federal Management Circulars 74-4 and 74-7, as they relate to the application, acceptance and use of Federal funds for this federally-assisted project. Also, the applicant gives assurance and certifies with respect to the grant that:

1. It possesses legal authority to apply for the grant, and to finance and construct the proposed facilities; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body, authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

2. It shall comply with the provisions of: Executive Order (E.O.) 11296, relating to evaluation of flood hazards, and E.O. 11288, relating to the prevention, control, and abatement of water pollution.

3. If the requested financial assistance is for a supplementary grant to another Federal Agency, the other Federal Agency's financial assistance has been approved and is immediately available and sufficient funds shall be available when construction is completed to assure effective operation and maintenance of the facility for the purposes constructed.

4. It shall submit to the appropriate Federal agency for prior approval changes that alter the costs of the project, use of space, or functional layout: that it shall not enter into a construction contract(s) for the project or undertake other activities until the conditions of the construction grant program(s) has (have) been met.

5. It shall provide and maintain competent and adequate architectural engineering supervision and inspection at the construction site to insure that the completed work conforms with the approved plans and specifications, that it shall furnish progress reports and such other information as the Federal grantor agency may require.

6. It shall operate and maintain the facility in accordance with the minimum standards as may be required or prescribed by the applicable Federal, State and local agencies as to the maintenance and operation of such facilities.

7. It shall give the grantor agency and the Comptroller General through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the grant, for the entire time period beginning with project approval and ending three years after the final disbursement of grant funds.

8. It shall require the facility to be designed to comply with the "American Standard Specifications for Making Buildings and Facilities Accessible to, and Usable by, the Physically Handicapped," Number A117.1-1961, as modified (41 CFR 101-17.703) and 13 CFR 309.14. The applicant shall be responsible for conducting inspections to insure compliance with these specifications by the contractor.

9. It shall cause on-site labor on the project to begin within 90 days after receipt of notification from the approving Federal agency that funds have been approved and that the project will be prosecuted to completion with reasonable diligence. It further understands that after approval of the project the Government can, at its option, cancel its obligation to provide funds for the project if the applicant is unable for any reason to cause on-site labor on the project to begin within the 90-day period.

10. Construction of the project has not started.

11. It assures that as a Recipient receiving Federal financial assistance from the Economic Development Administration, it shall comply with Title VI and Title VII of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d *et seq.*); E.O. 11246 as amended by E.O. 11375; the requirements imposed by or pursuant to Regulations, issued for the Department of Commerce and designated as 15 CFR Subtitle A, Part 8; Section 110, P.L. 94-369; and any amendments thereto.

12. It shall establish safeguards to prohibit employees from using their positions for a purpose that is, or gives the appearance of being motivated by a desire for private gain for themselves or others, particularly those with whom they have family, business, or other ties.

13. It shall comply with the requirements of Title III of the Uniform Relocation Assistance and Real Property Acquisitions Act of 1970 (P.L. 91–646), 42 U.S.C. 4601 *et seq.* and 13 CFR Part 310, which provides for fair and equitable treatment of persons displaced as a result of Federal and federally assisted programs.

14. It shall comply with the provisions of the Hatch Act which limit the political activity of employees.

15. It shall comply with the minimum wage and maximum hours provisions of the Federal Fair Labor Standards Act, as they apply to hospital and educational institution employees of State and local governments.

16. It shall comply with provisions of the Davis-Bacon Act, as amended (40 U.S.C. 276a–276a–5). Such provisions include the payment of prevailing wage rates of the area as determined by the Secretary of Labor, to laborers and mechanics employed by contractors and subcontractors for all construction undertaken in connection with this project.

17. It agrees in the event this application is deemed approved by operation of law, pursuant to Section 107 of P.L. 94–369, it shall be bound by the Standard Terms and Conditions used in the Grant Agreements for the Local Public Works program and such other requirements as EDA may reasonably impose.

18. In accord with these assurances and without limiting the above, it agrees that these assurances shall be binding upon them, their grantees, assignees, transferees, lessees, and successors in interest. These assurances shall also be binding through every modification or amendment to the project.

ODOT H-11

EXHIBIT II-A-8

I hereby certify that there are no funds budgeted and available or otherwise specifically committed for ODOT Project H-11 applied for in this application.

9/20/76
L. W. Rulien — Date
Program Management Engineer
Oregon Department of Transportation

ODOT H-11

EXHIBIT II-B-1a

APPLICANT'S CERTIFICATE
FOR
CONTRACT CONSTRUCTION

I, (L. W. Rulien) the Authorized Representative of the Applicant for Project Number ODOT H-11 located at Hide Creek-Philomath, Alsea Highway in Benton County have reviewed the attached Exhibit II-B-1b, Architect/Engineer's Certificate for Contract Construction and certify that all statements made therein are true and correct to the best of my knowledge and find no impediment to having on-site labor for this project starting within 90 days of EDA approval.

Yes	No	
☒ *	☐	The fees proposed to be paid to the Architect/Engineer (A/E) for services including basic services, reimbursable expenses, additional services and inspection services (if applicable) are equal to or less than prevailing fees for like services in the project area. *Applicant is architect/engineer with personel on ODOT payroll.

I further certify to the following:

The project design was done or is being done by:

Oregon Department of Transportation (Applicant)
(Name of Architect/Engineer)

Check the boxes below to indicate compliance has been or shall be achieved:

☒ The project administration shall conform to all Federal requirements as prescribed by EDA.

☒ The approval of EDA in writing shall be secured if all construction contracts are not to be awarded at the same time.

☒ The approval of EDA in writing shall be secured to include into the project the cost for any capital equipment secured by the Grantee outside the construction contract, all subject to prior approval of A/E.

n/a ☐ Bonding of the fiscal agent of the Indian Tribe is in accordance with requirements prescribed by EDA.

☒ A written report on project progress shall be submitted in accordance with EDA instructions. The person responsible for this function is C. T. Keasey, Const. Engineer, whose telephone number is (503) 378-6318.

☒ No line item in the project budget as approved by EDA shall be exceeded without EDA approval.

☒ A copy of the official minutes of the bid opening including a tabulation of bids received shall be furnished to EDA.

☒ It is understood that any excess of bid price over the construction line item in the EDA approved project budget shall be the Grantee's responsibility to fund.

☒ It is understood that disbursement of EDA grant funds will not normally be made until after all construction contracts are awarded.

☒ The inspector for the construction or other work (XXX) (has not) been selected. His/her name is not available. He/She (does) (XXXXX) work for the Architect/Engineer. XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX. A qualified ODOT Resident Engineer will be assigned to the project.

☒ It is understood that the Grantee will arrange for an independent audit of all project costs in accordance with Department of Commerce regulations, Administrative Order DAO-213-4.

(L. W. Rulien)
Signature (Authorized Representative of the Applicant)

10-25-96
(Date)

FORM ED-101LPW (9-76)

USCOMM-DC 18690-P76

0001 H-11

EXHIBIT 11-B-1b

ARCHITECT/ENGINEER'S CERTIFICATE FOR CONTRACT CONSTRUCTION

A. I, E. S. Hunter authorized representative of the ~~Architect/Engineer or Applicant~~ Oregon Department of Transportation (Applicant) certify that in my professional judgment the following plans and specifications are adequate, suitable for, and in conformity with the project contemplated in the application and are sufficient to allow on-site labor to begin within 90 days of EDA's approval of the project and comply with applicable State and local laws, ordinances, and regulations pertaining to standards of construction and safety except that all items with a check in the "No" box shall be completed as above within 45 days. A sheet has been attached giving contemplated actions to change any "No" item to "Yes" which shall include percentage of design completed for each design component listed below: *(Check applicable box)*

Yes	No	Not Applicable		Sheets Numbered
☐	☒	☐	Site Plan	1
☐	☐	☒	Architectural Plans	
☐	☐	☒	Structural Plans	
☐	☐	☒	Mechanical Plans	
☐	☐	☒	Electrical Plans	
☐	☒	☐	Civil Plans	2, 3
☐	☐	☒	H. V. A. C. Plans	
☐	☐	☒	Equipment Plans	
☐	☒	☐	Proposed Advertisement for Bids	1 Sheet
☒	☐	☐	Information for Bidders	8 "
☐	☒	☐	Bid Forms	1 "
☒	☐	☐	Bid Bond Format	3 "
☒	☐	☐	Performance Bond Format	1 "
☒	☐	☐	Payment Bond Format	1 "
☒	☐	☐	Blank Forms for Certifications of Contractors and Subcontractors Regarding Equal Employment Opportunity	6 "
☒	☐	☐	General Conditions to the Construction Contract	1 "
☒	☐	☐	Supplementary General Conditions, if applicable	64 "
☐	☒	☐	Special Conditions	13 "
☐	☐	☒	Technical Specifications	
☐	☐	☒	Bid Conditions from the Applicable Plan when the Project is in an Area Covered by an OFCC imposed Equal Employment Opportunity Plan	

FORM ED-101LPW (8-76) 1 USCOMM-DC 18896-P76

ITEM	% COMPLETE	TIME TO COMPLETE
Site Plan	0%	10 days after approval
Civil Plans	0%	10-15 days after approval
Ad for Bids	75%	15 days after approval
Bid Forms	75%	15-20 days after approval
Special Conditions	85%	30-45 days after approval

B. I certify that the proposed project design complies with requirements as prescribed by EDA.

C. I further certify that the final plans and specifications (~~have been~~) (shall be) reviewed and approved by all required Federal, State and local reviewing authorities and that all permits, licenses, etc., necessary for construction of the project have been secured except for (indicate the missing approval, permit, license, etc., and action contemplated to secure it (them) with the anticipated date – attach separate sheet if more space is needed).

None required.

N/A* D. I further certify that the Architect/Engineer agreement with the Applicant calls for the Architect/Engineer to: *(Check applicable box)*

*Applicant as Architect/Engineer shall perform items.

Yes	No	
☐	☐	1. Provide surveillance of project construction to assure compliance with plans, specifications, and all other contract documents. Requirements for construction inspection services should be clearly defined and a limit be placed on the amount the Applicant is required to pay for such services.
☐	☐	2. Supervise any required subsurface explorations to determine amounts of rock excavation or foundation conditions such as borings, soil tests, and the like, no matter whether they are performed by the Architect/Engineer or by others paid by the Applicant.
☐	☐	3. Prepare and submit proposed contract change orders when applicable. There shall be no charge to the Applicant when the change order is required to correct errors or omissions by the Architect/Engineer.
☐	☐	4. Submit a monthly report to the Applicant and a copy of the report to the applicable EDA Regional Office covering the general progress of the job and describing any problems or factors contributing to delay.
☐	☐	5. Review and approve the contractor's schedule of amounts for contract payment.
☐	☐	6. Certify partial payments to contractors.
☐	☐	7. Prepare "as-built" drawings after completion of the project. One copy shall be furnished to the EDA Regional Office within 60 days after all construction has been completed and the final inspection has been performed.
☐	☐	8. Review and approve Contractor's submission of samples and shop drawings, where applicable.
☐	☐	9. Perform a prefinal inspection of the completed construction and as a result prepare a punch list of items to be corrected (if applicable).
☐	☐	10. Perform a final acceptance inspection and advise the Applicant whether or not to accept the work as performed by the contractor and his/her subcontractors.

E. I certify that the advertisement for bidders will be placed in the following publications and 21 days will be allowed for submission of bids:

Daily Journal of Commerce, 2014 NW 24th Street, Portland, Oregon 97210

ODOT H-11

EXHIBIT II-B-1b

F. I will attend all Bid Openings for the project and:

1. Tabulate the bids.
2. Make a recommendation as to the award.
3. Review the qualifications of the lowest responsive bidder and give an XXXXXX opinion to the Applicant on the ability of the bidder to construct~~ion of~~ the project or do the other work called for in the contract.

ES Hunter (E. S. Hunter)
Signature of Authorized Representative of the Architect/Engineer

10-22-76
Date

Deputy State Highway Engineer
Title

OREGON DEPARTMENT OF TRANSPORTATION (Applicant)
Firm Name

Salem, Oregon
Location

Exhibit 11-B-3
ODOT H-11
Sheet 1 of 7

Department of Transportation
State of Oregon
State Highway Division

Engineer's Report:

Hide Creek-Philomath
M.P. 52.3-M.P. 58.5
Alsea Highway
Benton County
October 1976

(a) Project Description

The project is located westerly of Corvallis six miles and extends for approximately 6.2 miles. The existing facility consists of sections having two lanes.

The purpose is to restore the existing deteriorated asphalt pavement to serviceable condition by placing an asphaltic concrete overlay on the travel lanes and reconstruction of the shoulders by excavation and replacing with aggregate base material.

For material, asphaltic concrete has been selected on the basis of economy and compatibility with the existing surface.

Geometrics for this highway project are based on tolerable conditions for mobility and safety for the expected traffic during the next ten years. The present vertical and horizontal alignments of this highway meet these criteria.

Lanes and shoulders have been determined from tolerable widths and from the existing widths on adjacent sections of highway. Current highway programs propose that these conditions on adjacent sections will remain through the extended service life of this improvement.

Examination of the present pavement conditions indicates that one inch average depth of asphaltic concrete will be required to restore the existing pavement to line and grade. An additional lift of three and one-half inches of asphaltic concrete overall will extend the service life of the pavement structure by five years.

The project lies within the edge of the floodplain. However, the project will not affect this area since the work will be confined to the present roadbed prism.

The present right-of-way will be adequate for the project.

Materials will be obtained from commercial/State-owned sources.

(b) Plans. A site plan and a plot plan are attached.

(c) Construction Cost Estimate. A detailed construction cost estimate sheet is attached.

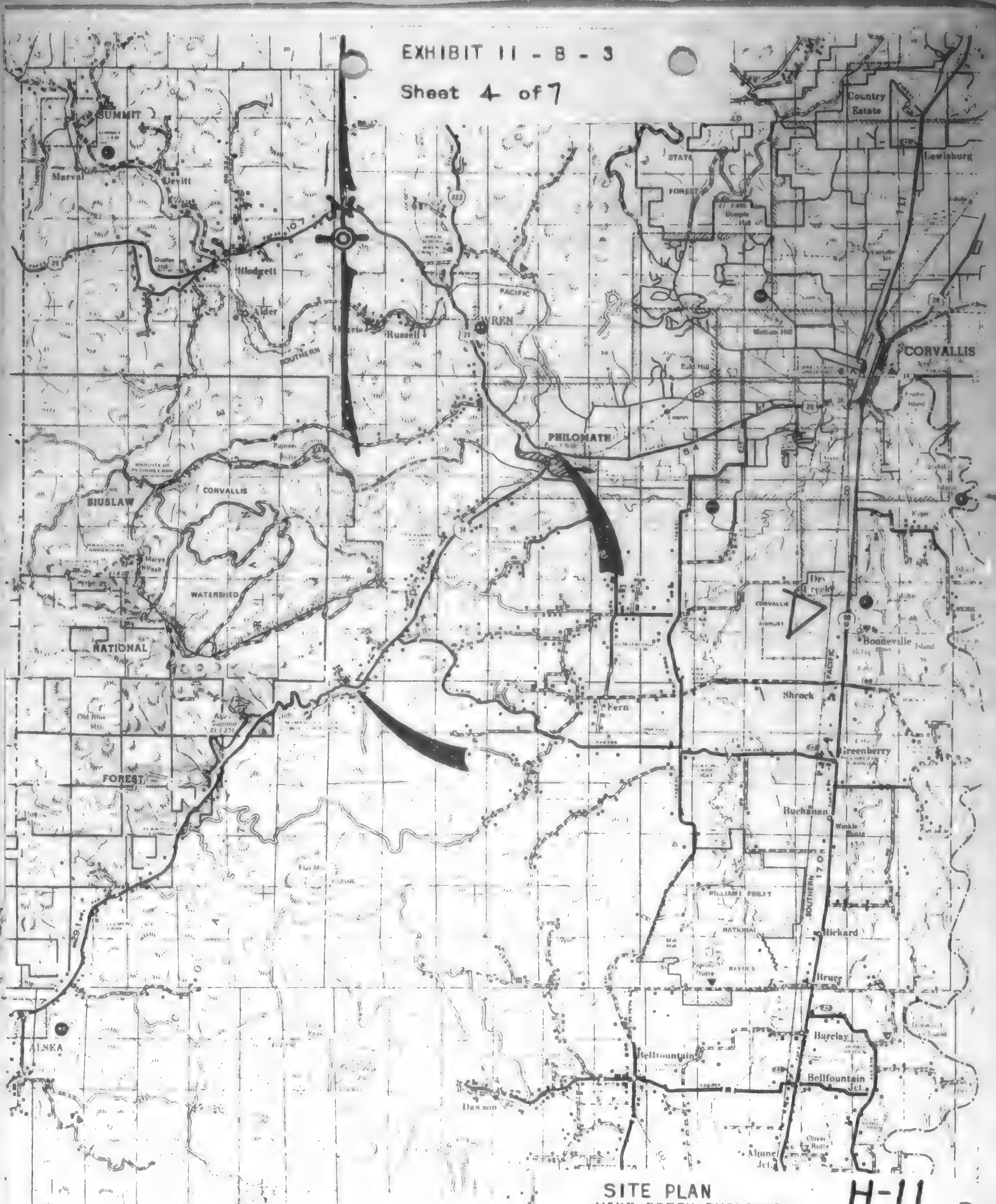
(d) Construction Schedule. The estimated construction time of the project is ten months. This includes about two months for production of aggregate for paving and eight months for the actual overlay work. The contract should be awarded in January, 1977 to allow early aggregate production.

(e) Additional Information. The Alsea Highway is a minor arterial connecting the cities of Waldport and Corvallis. It also serves many small communities along the route. The current ADT varies from 1,500 to 3,300. Normal growth factors for traffic would not extend these figures beyond the capacity of the highway within the expected service life of the project. Limitations on funding have prevented timely reconstruction of many Oregon highways. Consequently, many sections are beyond their expected service life. Serious distress is apparent in many sections of pavement and numerous bridge structures. These deficiencies cannot be corrected by major reconstruction because of the limitations on available Federal and State funding. This problem is not merely statewide, but national in scope.

In recognition of this problem, the U. S. Department of Transportation, through the Federal Highway Administration, has authorized use of Federal Highway Trust Funds for resurfacing, restoring, and rehabilitating highways. Oregon is undertaking a major effort to restore these sections of highway under that program. This project is in furtherance of that policy established by the Federal Government and by the State of Oregon.

EXHIBIT II - B - 3

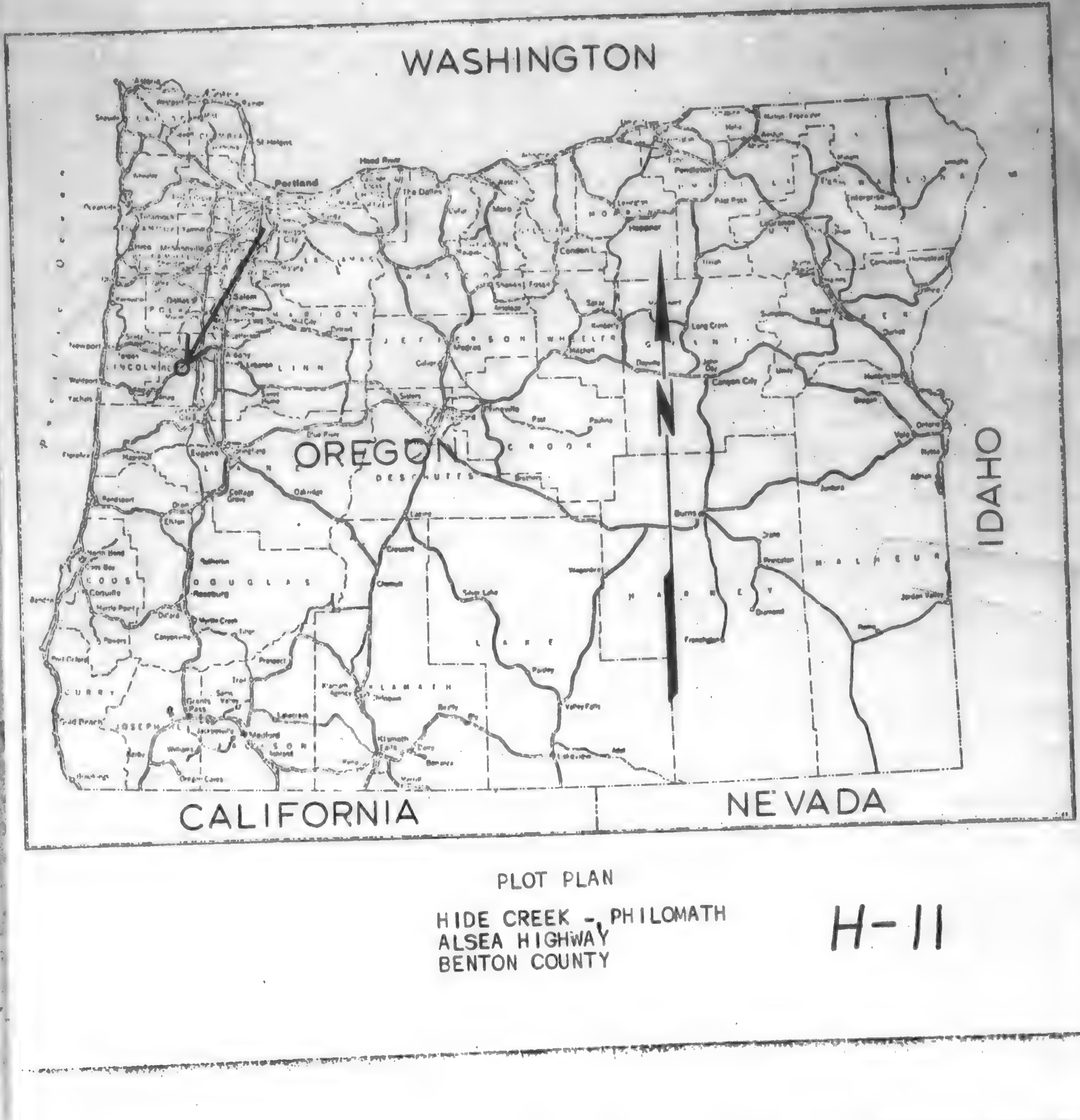
Sheet 4 of 7



SITE PLAN
HIDE CREEK-PHILOMATH
ALSEA HIGHWAY
BENTON COUNTY

H-11

EXHIBIT 11 - B - 3
Sheet 5 of 7



PLOT PLAN

HIDE CREEK - PHILOMATH
ALSEA HIGHWAY
BENTON COUNTY

H-11

OR ON STATE HIGHWAY DEPARTME
QUANTITY SUMMARY & COST ESTIMATE

Sheet 6 of 7 Sheets

Section Hyde Creek - Philomath (overlay) Unit
Highway Alsea County Benton Prefix 37-1440-918
Length 6.34 Designer Cox Draftsman Date 9/24/76
Grading and Surfacing Items

9-27-76 SB

Item	Unit	Net	10% Allow	Gross	Price	Amount
Mobilization (8%)	All	55,867 00				55,867 00
Temporary Signs (from Teditoro)	Lump Sum	$ 4000 00	400 00	4400 00	—	4400 —
Flagmen	Hr.	655	65	720	16 00	11,520 00
Pilot Car	Hr.	164	16	180	23 00	4140 00
General Excavation	Cu. Yd.	14645	1465	16,110	5 00	80,550 00
Watering	M-Gal.	476	48	524	10 00	5240 00
Aggregate Shldr. Mat'l.	Ton	29,290	2930	32,220	4 00	128,880 —
Class "C" Asph. Conc (Patch)	Ton	4,231	423	4,654	7 50	34,905 00
Class "E" Asph. Conc (wear)	Ton	26,230	2623	28,853	8 50	245,225 00
Asphalt in Mixes	Ton	1937	193	2,130	75 00	159,750 00
Aggregate in Prime	Cu. Yds	328	32	360	12 00	4,320 00
Asphalt in Prime	Ton	63	6	69	130 00	8,970 00
Asphalt in Tack Coat	Ton	12	1	13	150 00	1,950 00
Extra For Paving Approaches	Ea.	11	3	14	150 00	2,100 00
Guard Rail (Type 2A)	Lin. Ft.	600	60	660	10 00	6,600 00
Guard Rail (Type 3)	Lin. Ft	200	20	220	20 00	4,400 00
Guard Rail Anchors (Type 1)	Ea.	8	—	8	275 00	2,200 00
Extra For Bridge Conn.	Ea.	8	—	8	325 00	2,600 00
Rail End Pieces (Type "C")	Ea.	8	1	9	130 00	1,170 00
Rail End Pieces (Type "A")	Ea.	4	1	5	25 00	125 00
Guide Posts (Delineators)	Ea.	156	16	172	16 00	2752 00
Field lab. Building		$ 2000	200	2200	—	2200 00
Striping						1560 00
			Sub-total		$	771,424
		20% Engineering & Contingencies			$	154,285

$925,700 00

Form [illegible]

Exhibit 11-B-3

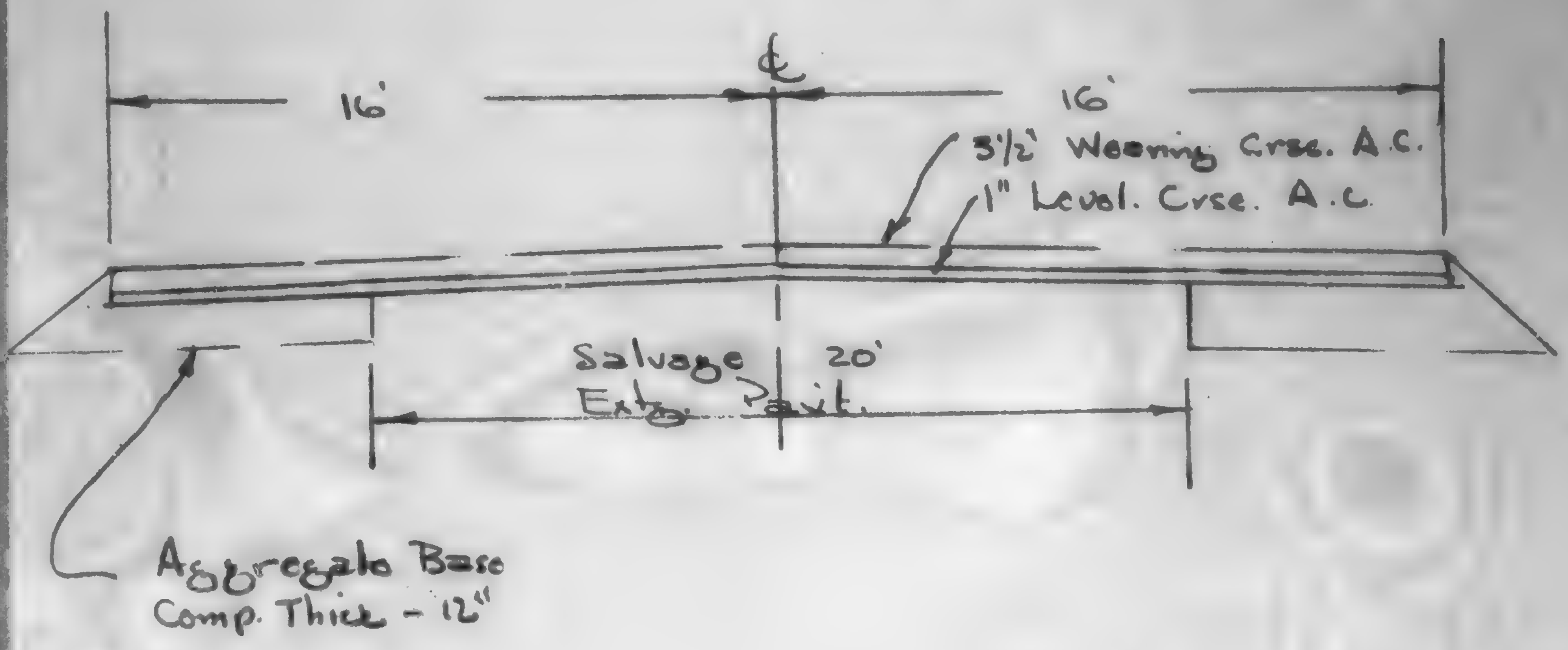
~~Job No.~~

Sheet 7 of 7 Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for

Made by .... , 19.... Checked by .... , 19.... Backchecked by .... , 19....



TYPICAL SECTION

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

ODOT H-11

EXHIBIT II-B-4

I hereby certify that ODOT has either fee title, permanent easements or the necessary legal interests in and to the property affected by ODOT Project H-11 applied for in this application.

Jack L. Sollis
Jack Sollis
Assistant Attorney General and Counsel

10-5-76
Date

Lawsuit alleging discrimination because of race, color, sex, or national origin:

Nancy Grant, Information Representative III filed a discrimination complaint based on sex with the Federal Highway Administration, August 2, 1974, against the Highway Division alleging she had been denied proper promotion advancement in civil service rank and pay increases because of her sex.

The Highway Division's procedure for Internal Complaints of Discrimination was implemented and counseling sessions were held from August 14, 1974, through February 24, 1975 to no avail.

She subsequently filed the sex discrimination complaint in U. S. District Court February 6, 1975.

An out of court settlement was reached in which Ms. Grant received a promotion and approximately $3,000 in back pay.

Administrative complaints filed alleging discrimination because of race, color, sex, or national origin:

Leron Trahan (BL) (race/color), resigned from the Division July 15, 1975, and filed a complaint with the Oregon Bureau of Labor, Civil Rights Division, July 23, 1975 alleging discrimination because of race. There has been no decision on the case by the Bureau to date.

Gary Harris (BL) (race/color), an applicant filed a complaint with the Oregon Bureau of Labor, Civil Rights Division, September 4, 1975 alleging discrimination in the employment process by not being selected by the Division for employment. There has been no decision on the case by the Bureau to date.

John D. Thim (WH) (race, color), case number F-FEP-RC-75-1611 filed a complaint with the Oregon Bureau of Labor, Civil Rights Division, March 4, 1975, alleging discrimination in the employment process for not being permitted to file an application for employment with the State Highway Division.

ODOTH-11 Exhibit 11-C-1

On August 12, 1975, a Notice of Determination was sent to the Department, advising that after thorough investigation and review of the case, it was determined that substantial evidence had been found to support the allegation of the complaint of discrimination.

On June 11, 1976, a letter was written by the conciliator for the Bureau of Labor, Civil Rights Division, asking the Department to consider the following for conciliation:

1. Respondent awards $100.00 to Complainant.
2. Complaintant accepts $100.00 from Respondent as settlement in full of the allegations contained in his complaint.
3. Respondent agrees to cease any practice of unequal job opportunity in its application procedure.
4. Respondent agrees to train all personnel involved in hiring process in EEO and Affirmative Action procedure, principles, etc.
5. Respondent agrees to allow review of its procedures of hiring by the Civil Rights Division for a period of two years.

June 22, 1976, the Department responded to the terms that were proposed for agreements and conciliation as follows below:

1. As the Highway Division did not in fact hire anybody until after the respondent had had an opportunity to submit an application, we do not feel that any monitory consideration is due the respondent.
2. N/A
3. Although the respondent alleged that he was informed that only applications of minorities were being accepted, the Highway Division does not concur that information was in fact given to him. The Highway Division did offer the respondent an application of employment two days leter which he refused to accept. The Highway Division does not feel that it has been

engaging in any pracrice of unequal job opportunity in its employment practices.

4. The training of all personnel involved in the hiring process in EEO and Affirmative Action procedures, principles, etc., is in agreement with our past and present plans for the Department.
5. If you deem it necessary, the Highway Division has no objections to the Civil Rights Division reviewing its procedures in hiring.

On July 27, 1976, the Department signed a Bureau of Labor form agreeing to the following:

1. The Respondent agrees not to make distinctions regarding race and color in the taking of applications for employment considerations.
2. The Respondent agrees to establish an agency procedure for the selection of un-skilled and semi-skilled workers, as provided by ORS 240.390, that will insure equal opportunity in employment and employment opportunities.
3. The Respondent agrees to utilize the Technical Assistance section of the Civil Rights Division of the Bureau of Labor. Personnel Division of the Executive Department, and other State of Oregon resources as Respondent sees fit to utilize in the establishment of the selection procedure mentioned in paragraph No. 2 above.
4. The Respondent agrees that all supervisory personnel will extend their EEO and AA training to all personnel, under their supervisors involved in its recuritment, selection and hiring procedure.

The Respondent agrees that the Bureau may review compliance with this Agreement for a period of two (2) years from the date of execution of this Agreement.

It is understood that execution of this Agreement does not constitute an admission by the Respondent of any violation of Oregon Civil Rights law.

ODOT H-11
EXHIBIT II C-1

United States District Court for the District of Oregon, Case No. 76-736 entitled Eugene Jackson, et al, plaintiffs, and William T. Coleman, et al, defendants, is a case alleging discrimination because of race.

The complaint and summons were served on the United States Attorney on August 23, 1976, and on state officials, September 1, 1976.

The parties to the lawsuit are:

Plaintiffs:	Eugene Jackson, individually and as Executive Director of Northwest Minority Contractors Association, Inc., a non-profit Oregon corporation; Wendell E. Brown, dba Mustang Building Co.; Carl Brewster, dba Accent Carpet Service; Baldwin Sanitary Service, Inc., an Oregon corporation; Pacific Landscape Contractors Ltd., an Oregon corporation; Martinairs General Construction Company, Inc., an Oregon corporation; Ernest Reves, dba Cascade Roofing and Asphalt Co.; Edwin L. Wilson, D. Harrison, B. McKinney and Willard Harris.
Defendants:	William T. Coleman, individually and as United States Secretary of Transportation; The United States Department of Transportation; Norman T. Tiemann, individually and as Federal Highway Administrator; L. E. Lybecker, individually and as the Regional Construction and Maintenance Director; G. L. Green, individually and as the Oregon Division Administrator;

ODOT H-11 Exhibit
II-C-1

Defendants Continued:

Ellis Casson, individually and as Region 10, Civil Rights Director;

Robert A. Burco, individually and as the Oregon State Department of Transportation Director;

F. B. Klaboe, individually and as Chief of Operations for the Oregon State Department of Transportation;

H. S. Coulter, individually and as State Highway Engineer.

The complaint is for equitable and declaratory relief and damages. The plaintiffs claim that their action "is brought to enforce rights secured by Executive Order 11625 and implementing regulations 41 CFR §§ 1 - 1.13 et seq and under 5 USC §701 et seq and 23 USC §140b and implementing regulations and under 42 USC §1981, 1983 and 1985(3) and §2000(d)."

The plaintiffs, who are minority contractors in the State of Oregon, are challenging certain actions taken by the officials of the United States, Department of Transportation and the Oregon Department of Transportation in the award of supportive service contracts in the State of Oregon during the calandar year 1976. They claim that the State of Oregon and the State Department of Transportation allowed $22,000 of discretionary funds available to the State of Oregon for fiscal 1976 to revert to the federal government--that this was a violation of their rights under Executive Order 11625. The plaintiffs also allege that the defendants have failed to enforce certain terms of the supportive services funds regulations, thus denying them the protection of local and state laws and federal laws regarding racial discrimination.

The case was set for hearing on the plaintiffs' motion for preliminary injunction before the United States District Court for the District of Oregon on September 17, 1976. Counsel for the State defendants and counsel for the Federal defendants met with counsel for the plaintiffs prior to that hearing. The counsel for the plaintiffs agreed to withdraw his motion for preliminary injunction in return for the agreement of the counsel for the defendants that no further ~~funds~~ contracts would be awarded for supportive services without previous notification to the court and without opportunity for the plaintiff Eugene Jackson to bid on the contracts. The case is presently set for the call calendar in United States District Court for the District of Oregon for November 15, 1976, at 3:00 p.m. It should be noted that Eugene Jackson previously filed a grievance with the United States Department of Transportation. The grievance was investigated by a field review on June 7, 8 and 9, 1976, by George W. Krynitsky of the Construction and Maintenance Division, Office of Highway Administration, and John Y. Yoshino, Office of Civil Rights of the Department of Highway Administration. Their report dated June 25, 1976, to Mr. Al T. Lamm, Executive Director, from Mr. Krynitsky and Mr. Yoshino, detailed the investigation. This is an investigation into the same facts alleged in the complaint of Mr. Eugene Jackson in the above-entitled judicial proceedings. Page 4 of their report lists the investigators as stating:

> "Both the state and our field offices are considered to have acted in a responsible manner within the purview of their authority and approving and proceeding with the sole source procurement of the asphalt wreckers contract. We see no violation of any federal or state laws, regulations or orders in this case."

ODOT H-11 Exhibit 11-C-2

EQUAL EMPLOYMENT OPPORTUNITY COMMISSION

STATE AND LOCAL GOVERNMENT INFORMATION (EEO-4)

EXCLUDE SCHOOL SYSTEMS AND EDUCATIONAL INSTITUTIONS
(Read attached instructions prior to completing this form)

Form Approved
OMB No.
[illegible]

MAIL COMPLETED FORM TO

OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OR 97310

[illegible]

A. TYPE OF GOVERNMENT (Check one box only)

☒ 1. State ☐ 2. County ☐ 3 City ☐ 4. Township ☐ 5. Special district

☐ 6. Other (Specify) ______

B. IDENTIFICATION

				EEOC USE ONLY
1. NAME OF POLITICAL JURISDICTION (If same as label, skip to Item C)				A
2. Address - Number and Street	CITY/TOWN	COUNTY	STATE/ZIP	B

C. FUNCTION

(Check one box to indicate the function for which this form is being submitted. Data should be reported for all departments and agencies in your government covered by the function indicated. If you cannot supply the data for every agency within the function, please attach a list showing name and address of agencies whose data are not included.)

- ☐ 1 FINANCIAL ADMINISTRATION Tax assessing, tax billing and collection, budgeting purchasing, central accounting and similar financial administration carried on by a treasurer's, auditor's or comptroller's office and
  GENERAL CONTROL Duties usually performed by boards of supervisors or commissioners central administrative offices and agencies central personnel or planning agencies, all judicial offices and employees (judges, magistrates, bailiffs, etc.)
- ☒ 2 STREETS AND HIGHWAYS Maintenance repair construction and administration of streets alleys sidewalks roads highways and bridges
- ☐ 3 PUBLIC WELFARE Maintenance of homes and other institutions for the needy; administration of public assistance (Hospitals and sanatoriums should be reported as item 7.)
- ☐ 4 POLICE PROTECTION Duties of a police department, sheriff's, constable's coroner's office etc including technical and clerical employees engaged in police activities
- ☐ 5 FIRE PROTECTION Duties of the uniformed fire force and clerical employees (Report any forest fire protection activities as item 6.)
- ☐ 6 NATURAL RESOURCES Agriculture forestry forest fire protection, irrigation drainage flood control etc and
  PARKS AND RECREATION Provision, maintenance and operation of parks playgrounds swimming pools, auditoriums museums marinas zoo etc
- ☐ 7 HOSPITALS AND SANATORIUMS Operation and maintenance of institutions for inpatient medical care
- ☐ 8 HEALTH Provision of public health services, out-patient clinics, visiting nurses, food and sanitary inspections, mental health, etc
- ☐ 9 HOUSING. Code enforcement, low rent public housing, fair housing ordinance enforcement, housing for elderly, housing rehabilitation, rent control
- ☐ 10 COMMUNITY DEVELOPMENT Planning, zoning, land development, open space, beautification preservation
- ☐ 11 CORRECTIONS. Jails, reformatories, detention homes, half-way houses, prisons, parole and probation activities.
- ☐ 12 UTILITIES AND TRANSPORTATION. Includes water supply, electric power, transit gas, airports, water transportation and terminals.
- ☐ 13 SANITATION AND SEWAGE Street cleaning garbage and refuse collection and disposal Provision, maintenance and operation of sanitary and storm sewer systems and sewage disposal plants.
- ☐ 14 EMPLOYMENT SECURITY
- ☐ 15 OTHER (Specify)

EEOC FORM 164, MAY 73

EEOC COPY

T H-11 Exhibit 11-C-2

D. EMPLOYMENT DATA AS OF JUNE 30

(Do not include elected/appointed officials. Blanks will be counted as zero)

1. FULL TIME EMPLOYEES (Temporary employees not included)

	JOB CATEGORIES	ANNUAL SALARY (In Thousands) (000)	MALE						FEMALE					
			WHITE A	BLACK B	SPAN. SURNAME AMER. C	ASIAN AMER. D	AMER. IND E	OTHER F	WHITE G	BLACK H	SPAN SURNAME AMER I	ASIAN AMER J	AMER IND K	OTHER L
A 189	OFFICIALS/ ADMINISTRATORS	1. $ 0.1-3.9												
		2. 4.0-5.9												
		3. 6.0-7.9												
		4. 8.0-9.9	21	1		1	1		1					
		5. 10.0-12.9	47						2					
		6. 13.0-15.9	26						1					
		7. 16.0-24.9	58	1										
		8. 25.0 PLUS	28	1										
B 800	PROFESSIONALS	9. 0.1-3.9												
		10. 4.0-5.9												
		11. 6.0-7.9												
		12. 8.0-9.9							1					
		13. 10.0-12.9	93			1			3					
		14. 13.0-15.9	341	3		3	4		5					
		15. 16.0-24.9	344		1				1					
		16. 25.0 PLUS												
C 399	TECHNICIANS	17. 0.1-3.9												
		18. 4.0-5.9												
		19. 6.0-7.9							1					
		20. 8.0-9.9	20										1	
		21. 10.0-12.9	290	1	5		3	1	10			1		
		22. 13.0-15.9	53						4					
		23. 16.0-24.9	8						1					
		24. 25.0 PLUS												
D 0	PROTECTIVE SERVICE	25. 0.1-3.9												
		26. 4.0-5.9												
		27. 6.0-7.9												
		28. 8.0-9.9			N	O	N	E						
		29. 10.0-12.9												
		30. 13.0-15.9												
		31. 16.0-24.9												
		32. 25.0 PLUS												
E 1	PARA-PROFESSIONALS	33. 0.1-3.9												
		34. 4.0-5.9												
		35. 6.0-7.9	1											
		36. 8.0-9.9												
		37. 10.0-12.9												
		38. 13.0-15.9												
		39. 16.0-24.9												
		40. 25.0 PLUS												
F 325	OFFICE/ CLERICAL	41. 0.1-3.9							1					
		42. 4.0-5.9	1						23		1	1		
		43. 6.0-7.9							88			1		
		44. 8.0-9.9	64		3	1			76					
		45. 10.0-12.9	39	3			1		20					
		46. 13.0-15.9	2											
		47. 16.0-24.9												
		48. $ 25.0 PLUS												

H-11 Exhibit 11-c-2

D EMPLOYMENT DATA AS OF JUNE 30 (Cont.)

(Do not include elected/appointed officials. Blanks will be counted as zero)

1. FULL TIME EMPLOYEES (Temporary employees not included)

G
656

H
1047

JOB CATEGORIES	ANNUAL SALARY (In thousands) 000	MALE						FEMALE					
		WHITE A	BLACK B	SPAN SURNAME AMER C	ASIAN AMER D	AMER IND E	OTHER F	WHITE G	BLACK H	SPAN SURNAME AMER I	ASIAN AMER J	AMER IND K	L
SKILLED CRAFT	49 $ 0.1-3.9												
	50 4.0-5.9												
	51 6.0-7.9												
	52. 8.0-9.9												
	53 10.0-12.9	527		1	1	3							
	54. 13.0-15.9	120											
	55 16.0-24.9	4											
	56. 25.0 PLUS												
SERVICE/ MAINTENANCE	57. 0.1-3.9												
	58. 4.0-5.9												
	59. 6.0-7.9	12	1	1			1	8				1	
	60. 8.0-9.9	199	11	16	5	15		4		1			
	61. 10.0-12.9	729	4	8	3	5	1	2					
	62 13.0-15.9	20											
	63. 16.0-24.9												
	64. $ 25.0 PLUS												
TOT FULL TIME	COL TOTALS →	~~1611~~ 3047	~~16~~ 26	~~26~~ 36	~~9~~ 15	~~23~~ 32	~~2~~ 3	~~14~~ 352	~~0~~ 0	~~1~~ 2	~~0~~ 3	~~1~~ 2	~~0~~ 0

2. OTHER THAN FULL TIME EMPLOYEES (Include temporary employees)

		A	B	C	D	E	F	G	H	I	J	K	L
1. OFFICIALS / ADMIN.													
2 PROFESSIONALS								1					
3. TECHNICIANS													
4. PROTECTIVE SERV													
5. PARA-PROFESSIONAL		166	5	4	2	2		196	1	1	1	5	
6. OFFICE / CLERICAL		4						23					
7. SKILLED CRAFT		42											
8. SERV. / MAINT		242	6	8	1	1	3	123		2	1		
TOTAL OTHER	COL TOTALS →	454	11	12	3	3	3	343	1	3	2	5	0

3. NEW HIRES DURING FISCAL YEAR - Permanent full time only

(Omit this section in 1973)

		A	B	C	D	E	F	G	H	I	J	K	L
1. OFFICIALS / ADMIN.		13						2					
2. PROFESSIONALS		30	1	1		1							
3 TECHNICIANS		37						1					
4. PROTECTIVE SERV													
5. PARA-PROFESSIONAL													
6. OFFICE / CLERICAL		44						66	1	1	2		
7. SKILLED CRAFT		2											
8. SERV / MAINT		297	18	36	5	8	9	32	3	3		3	1
TOT NEW HIRES	COL TOTALS →	423	19	37	5	9	9	101	4	4	2	3	1

ODOT 11 Exhibit 11-C-2

REMARKS (List National Crime Information Center (NCIC) numbers assigned to any Criminal Justice Agencies whose data are included in this report.)

CERTIFICATION. I certify that the information given in this report is correct and true to the best of my knowledge and was reported in accordance with accompanying instructions. (Wilfully false statements on this report are punishable by law, U.S. Code, Title 18, Section 1001.)

NAME OF PERSON TO CONTACT REGARDING THIS FORM James L. Butler	TITLE Civil Rights Coordinator
ADDRESS (Number and Street, City, State, Zip Code) State Highway Building Salem, OR 97310	TELEPHONE NUMBER AREA CODE (503) 378-8077

DATE 7/20/76	TYPED NAME / TITLE OF AUTHORIZED OFFICIAL H. S. Coulter, State Highway Engineer	SIGNATURE H S Coulter

ODOT H-11

EXHIBIT IV-B-1

REQUEST FOR ELIGIBILITY UNDER THE LOCAL PUBLIC WORKS CAPITAL DEVELOPMENT AND INVESTMENT ACT (LPW)

1. Applicant is: State Agency ☒, Local Government ☐, Indian Tribe ☐

2. Identification of Project Area (as defined in Part II.A.2. in LPW Application)

Benton County

3. Name of Applicant Oregon Department of Transportation

Address State Highway Building

Name of Authorized Representative *(Typed)* L. W. Rulien

Program Management Engineer
Title of Authorized Representative

Signature of Authorized Representative

12-7-76
Date

4. Applicant's Average Unemployment Rate* for the months of April, May,

and June 1976 is 6.9 %. Average Number Unemployed* 1,767.

*** Provide raw (not seasonally adjusted) data.**

5. Sources – Check One:

	CETA	☐	Unemployment data available from EDA Regional Offices and Economic Development Representatives *Date contacted EDA*
	BLS	☐	Unemployment data available from EDA Regional Offices and Economic Development Representatives *Date contacted EDA*
	SESA	a. ☒	Unemployment data obtained from State Employment Security Agency (SESA) for standard area. No. 6 below must be completed by State Employment Security Representative.
		b. ☐	Unemployment data obtained from SESA for specially defined project area. No. 6 below must be completed by SESA Representative.
N/A	BIA	☐	Unemployment data for an Indian Tribe supplied by BIA Attach a signed copy of BIA Report.
N/A	EDA	☐	Unemployment data for other Indian Tribes supplying data for EDA approval. Attach signed copy of EDA approval.

6. This estimate has been developed in a manner consistent with the Bureau of Labor Statistics procedure and techniques and the estimate for this area is consistent with the estimate for the next larger geopolitical area of which it is a part, as well as for other areas of the state.

Name *(Typed)* See attached copy of Oregon Employment

Office Division certification.

Signature

Title

Date

FORM ED-101-LPW (8-76)

USCOMM-DC 18696-P76

ROBERT W. STRAUB
GOVERNOR

Department of Human Resources
EMPLOYMENT DIVISION
875 UNION STREET N.E., SALEM, OREGON 97311 PHONE 378-3253

IN REPLY
REFER TO: RES:WJB

October 15, 1976

C. Mark Smith
Regional Director
Economic Development Administration
U.S. Department of Commerce
1700 Westlake Avenue North
Seattle, Washington 98109

Dear Mr. Smith:

The following are unemployment averages and unemployment rates for the State of Oregon and its component CETA areas, SMSA's and other county labor areas as required for the PWEA Title I state and local government project funding applications. It is my understanding that the April, May, June 1976 period for which these averages have been computed is the most recent period for which official unemployment estimates have been certified and transmitted to the Economic Development Administration by the U.S. Bureau of Labor Statistics.

AVERAGE UNEMPLOYMENT - APRIL, MAY, JUNE 1976

AREA	LABOR FORCE	UNEMPLOYMENT	PERCENT
Oregon	1,062,192	98,501	9.3%
Portland SMSA	515,754	45,638	8.8
City of Portland	203,140	19,278	9.5
Balance of Multnomah	89,125	7,711	8.7
Mult.-Wash. CETA Consortium	170,321	13,634	8.0
Special Impact Area	68,908	8,183	11.9
Clark County, Washington	61,117	5,653	9.2
Eugene-Springfield SMSA	111,342	11,417	10.3
Salem SMSA	93,237	8,515	9.1
City of Salem	35,801	3,340	9.3
Balance of Marion	42,874	3,965	9.2
Mid-Willamette Valley CETA Cons.	114,274	10,497	9.2
Jackson-Josephine CETA Job Council	69,570	7,463	10.7
COUNTIES			
Baker	6,246	486	7.8
Benton	25,622	1,767	6.9
Clackamas	81,175	7,072	8.7
Clatsop	13,452	1,012	7.5
Columbia	13,975	1,701	12.2
Coos	24,863	2,711	10.9
Crook	5,447	811	14.9
Curry	5,966	619	10.4
Deschutes	20,854	1,893	9.1
Douglas	35,220	3,281	9.3
Gilliam	858	58	6.8
Grant	3,218	480	14.9
Harney	3,750	423	11.3

AVERAGE UNEMPLOYMENT - APRIL, MAY, JUNE 1976
(Continued)

AREA	LABOR FORCE	UNEMPLOYMENT	PERCENT
Hood River	6,872	1,120	16.3
Jackson	50,057	5,042	10.1
Jefferson	4,403	253	5.7
Josephine	19,513	2,421	12.4
Klamath	22,810	1,942	8.5
Lake	2,935	342	11.7
Lane	111,342	11,417	10.3
Lincoln	13,214	1,011	7.7
Linn	34,715	3,414	9.8
Malheur	10,999	657	6.0
Marion	75,552	7,025	9.3
Morrow	3,933	304	7.7
Multnomah	292,264	26,989	9.2
Polk	17,685	1,490	8.4
Tillamook	7,855	744	9.5
Umatilla	21,904	1,610	7.4
Union	8,960	950	10.6
Wallowa	3,219	411	12.8
Wasco-Sherman	10,143	1,017	10.0
Washington	81,196	5,923	7.3
Wheeler	934	121	13.0
Yamhill	21,037	1,982	9.4

PWEA, Title I applicants may complete Exhibit IV-B-1, Request for Eligibility Under the Local Public Works Capital Development Act (LPW), if the applicable area(s) is listed above by entering in item 2, Identification of Project Area a description of their area as it appears above. The data for item 4 may be copied from the letter. The appropriate source block under item 5 should be checked. If the block checked is SESA a. then a copy of this letter may be attached to Exhibit IV-B-1 and the following words placed on the signature line in item 6 "See attached copy of Oregon Employment Division Certification". In applications where areas are combined, to compute the combined area unemployment rate, the arithmetic sum of the unemployment averages for the component areas must be divided by the arithmetic sum of the labor force for those same component areas.

These Oregon labor force and unemployment estimates have been developed in a manner consistent with U.S. Bureau of Labor Statistics technique and procedures. The estimates for all areas shown are consistent with estimates for the next larger geopolitical area of which they may be a part and other local areas of the State of Oregon.

Sincerely,

D. R. Steward

D. R. Steward, Chief
Research and Statistics

DRS:WJB:sp

OREGON DISTRICT FOUR COUNCIL OF GOVERNMENTS

#7 Wellsher Bldg., 460 S.W. Madison
Corvallis, Oregon 97330
(503) 753-9184

76-148

PROJECT MANAGEMEN
OCT 29 '76
REFER TO
Info Investigate R/E Action File

October 28, 1976

Mr. L. W. Rulien
Department of Transportation
State Highway Building
Salem, OR 97310

H-11 D

Dear Mr. Rulien:

The Linn-Benton Subdistrict of the Oregon District 4 Council of Governments has completed its clearinghouse review of the application submitted by the State Highway Division for a federal grant to recondition 6.3 miles of the Alsea Highway.

At its October 21, 1976, meeting, the Linn-Benton Subdistrict recommended that the application be approved. The Executive Board of the Oregon District 4 Council of Governments, at its October 26, 1976, meeting, ratified the action taken by the Subdistrict.

This letter indicates that the Council of Governments has completed its review of the proposed project and represents the clearinghouse comment on the application.

Respectfully submitted,

Wm. R. Hagman
William R. Hagman
Executive Director

cc: Economic Development Administration, Region X

jh

BEN GIFFORD

LINCOLN SUB-DISTRICT
Lincoln County
Lincoln City
Newport
Siletz
Waldport

LINN-BENTON SUB-DISTRICT
Benton County
Corvallis
Philomath
Monroe
Linn-Benton I.E.D.
Linn County
Sweet Home
Lebanon
Albany
Tangent
Millersburg

EXHIBIT V-A

H-11

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date November 1, 1976

Section Hide Cr. - Philomath

Unit (if appl)

County Benton

City West of Philomath

Highway Alsea

State Hwy. No. Org. 27

Termini: M.P.(if appl) 52.26 - 58.56

Length 6.3

Region II

Construction Estimate to be determined
Program Amount

B. Purpose of Project:

The proposed project is to resurface the travel lanes and pave the shoulders of the existing facility.

C. Origin & History of Project:

The project has been included as one of the projects to be constructed under the Public Work Program.

D. General Description of Project:

The proposed project is to resurface the travel lanes and shoulders of a 6.3 mile section of the Alsea Highway to improve highway safety and minimize maintenance.

Alignment: New ______ Existing x Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. ____; Shldrs. 2 ; Parking ____

Proposed: No. Lanes 2 ; Med. ____; Shldrs. 2 ; Parking ____

Traffic: Existing Facility: Existing ADT 1700 ; Projected ADT 2900 ; Yr. 1996

Existing Level of Service C

Proposed Facility: Projected ADT 2900 ; Yr. 1996

Projected Level of Service C

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels_______
Yes, No

Acres_______; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Commercial material sources are available. It is not anticipated that borrow or waste disposal sites will be required.

Type of Structure(s):

A number of structures are within the project limits, however, they are not involved in the proposal.

Brief Description of River or Stream and Type of Involvement, if any:

Greasy Creek and a tributary Wells Creek generally parallel the highway on the south. A number of small tributaries and Marys River cross under the highway from the north. None of these streams will be affected by the proposal.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Listed as a priority "D" in the Local Public Works program proposal.

Location or Design Alternatives (identify and describe):

Some minor design alternatives may be considered.

Other Descriptive Information or Comments:

Installation and modification of guardrail as an additional safety measure, as well as, passing bays for slow moving vehicles will also be considered.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project area extends along the northerly edge of a moderately narrow valley floor drained by the main stem and tributaries of Greasy Creek. Greasy Creek flows from the west to the east and joins the Marys River near Philomath. The valley floor varies from gentle sloping areas to rolling land forms common to small flood plaines. Native vegetation is riparian in nature along the stream banks and drainageways, changing to more pure stands of Douglas fir on the higher slopes extending up from the valley floor. As it is not anticipated that the project will have any impact on wildlife habitat.

2. Cultural:

The project extends through a rural residential area that lies along the valley floor. Farm plots are usually small and separated by scattered stands of native trees and shrubbery. Farming appears to be confined to grain crops and pasture. Homesites are generally well kept up and landscaped, many with gardens raising a variety of fruits and vegetables. The neighborhood economic stability is more dependent on the labor market of nearby timber industries than upon incomes from developed farm lands.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None required.

2. Estimated Impact on Traffic Patterns:

Temporary, confined to the construction area and period.

Consequences--Air Quality, Noise, Safety, etc.:

There would be some improvement in highway safety. It is not anticipated that there will be any significant change in air quality or noise levels as a result of the proposed construction.

3. Estimated Impact on Land Use:

None anticipated.

Consequences:

4. Expected Impact on Natural Ecological Resources:

None anticipated.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None anticipated.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None have been identified.

7. Potential for Controversial Issues:

None.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards

This project determined to be unrelated to traffic noise increase; hence, no noise study report as per FHPM 7-7-3 will be required.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

Projects of this type are generally considered to be consistent with the above plans and standards.

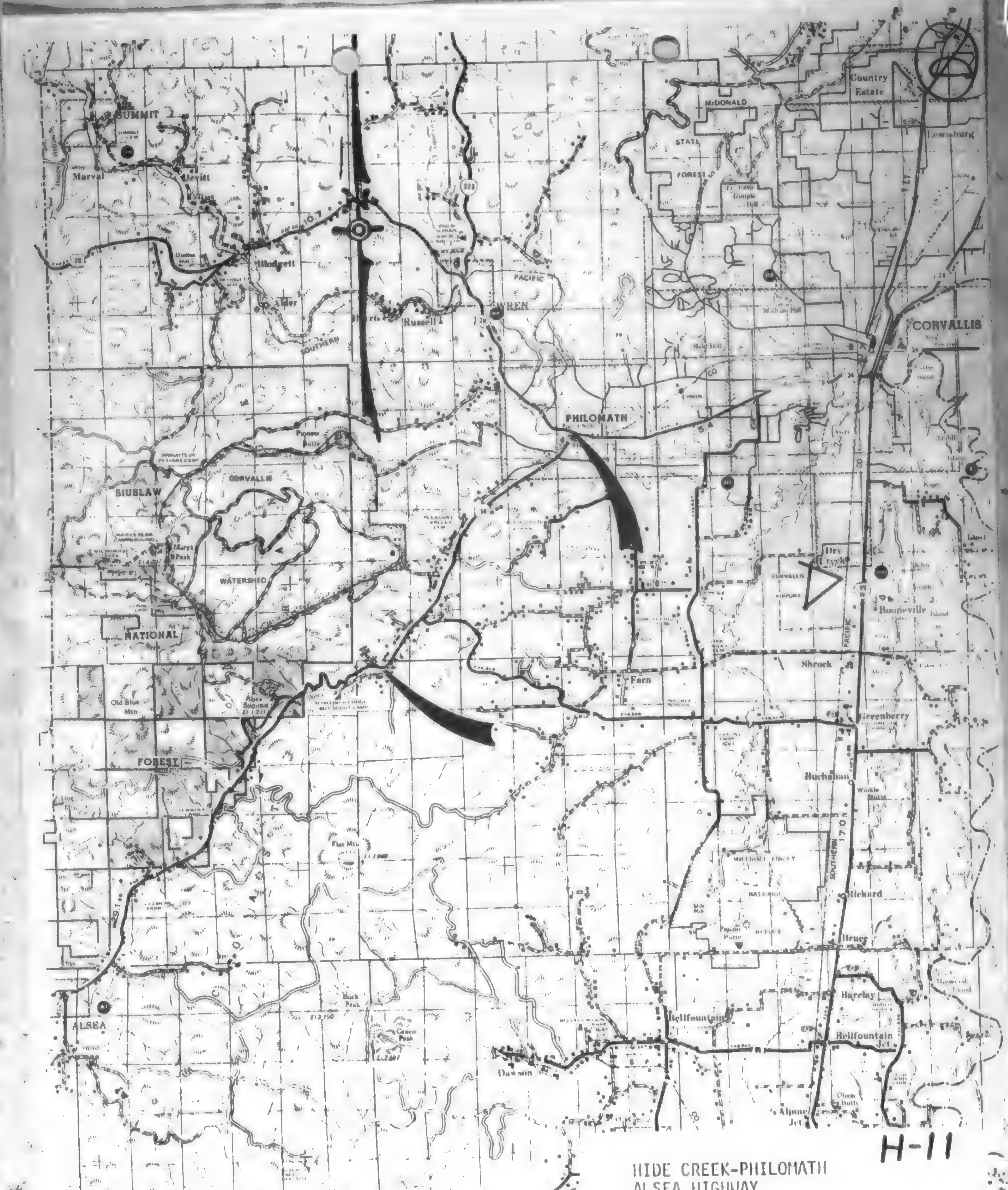
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		-X---NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
___ D & FEIS	___ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
___ Section 4(f)	___ Section 4(f)	___ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ___ 1 ___ 2 _X_ 3 ___ 4

Form (1)10-75



H-11

HIDE CREEK-PHILOMATH
ALSEA HIGHWAY
BENTON COUNTY

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PROJECT ACKNOWLEDGEMENT

APPLICANT: State Highway Division

PROJECT TITLE: Hide Creek-Philomath H-11

DATE RECEIVED: October 1, 1976

PNRS #: 7610 2 280 ✓

Your project has been assigned the file title and number that appear above. Use this reference in all future correspondence regarding this project.

☒ Initial 30-day State Clearinghouse review of your Notice of Intent began on the above date.

☐ The 30-day State Clearinghouse review of your final application began on the above date.

☐ Initial 30-day State Clearinghouse review of this HUD Housing project began on the above date.

☐ Initial 30-day State Clearinghouse review of your Direct Federal Development project began on the above date.

☐ The 30-day State Clearinghouse review of your final Environmental Impact Statement began on the above date.

☐ Initial 45-day State Clearinghouse review of your draft Environmental Impact Statement began on the above date.

☐ The 45-day State Clearinghouse review of your State Plan/Amendment began on the above date.

If you have questions or need assistance, contact the State Clearinghouse at the above address and telephone number.

BEN GIFFORD

PROJECT MANAG.

OCT 11 '76

REFER TO

FOR

Info	Investigate	N/D	Action	File	Letter	See me

(#2) 8492 ODOT H-11 13

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 29, 1976

TO Executive Department
Federal Aid Coordination Unit

Oregon District 4 Council
of Governments
#7 Wellsher Building
Corvallis, OR 97330

FROM for D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 4
Section: Hide Creek-Philomath
Highway: Alsea
County: Benton

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 8, 1976.

BLG:bb

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: C. O. Fredrickson
District Engineer: H. C. Johnson
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
SEP 30 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # ODOT H-11 | Page One

02 12] APPLICANT [45: State Highway Division | 46] DIVISION [79: Department of Transportation

03 12] APPLICANT ADDRESS STREET [45: State Highway Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Rulien | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Hide Creek-Philomath

11 12] PROJECT LOCATION—CITY: Alsea Highway | PROJECT LOCATION—COUNTY: Benton | PROJECT LOCATION [79 SEC: - T: 12 S R: 6 W

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] This project, 6.3 miles in length, will recondition the existing pavement. An [71

07 12] application of asphaltic concrete will be applied to provide a new travel surface. [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
650,000	-	-	-	-	650,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title I, Public Works Employment Act (S. 3201)

15 12] FEDERAL AGENCY NAME [45: U.S. Department of Commerce | 46] FEDERAL SUB-AGENCY NAME [79: Economic Development Admin.

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 9-29-76

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: October | 43] DAY [44: 8 | 45] YEAR [46: 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency None

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

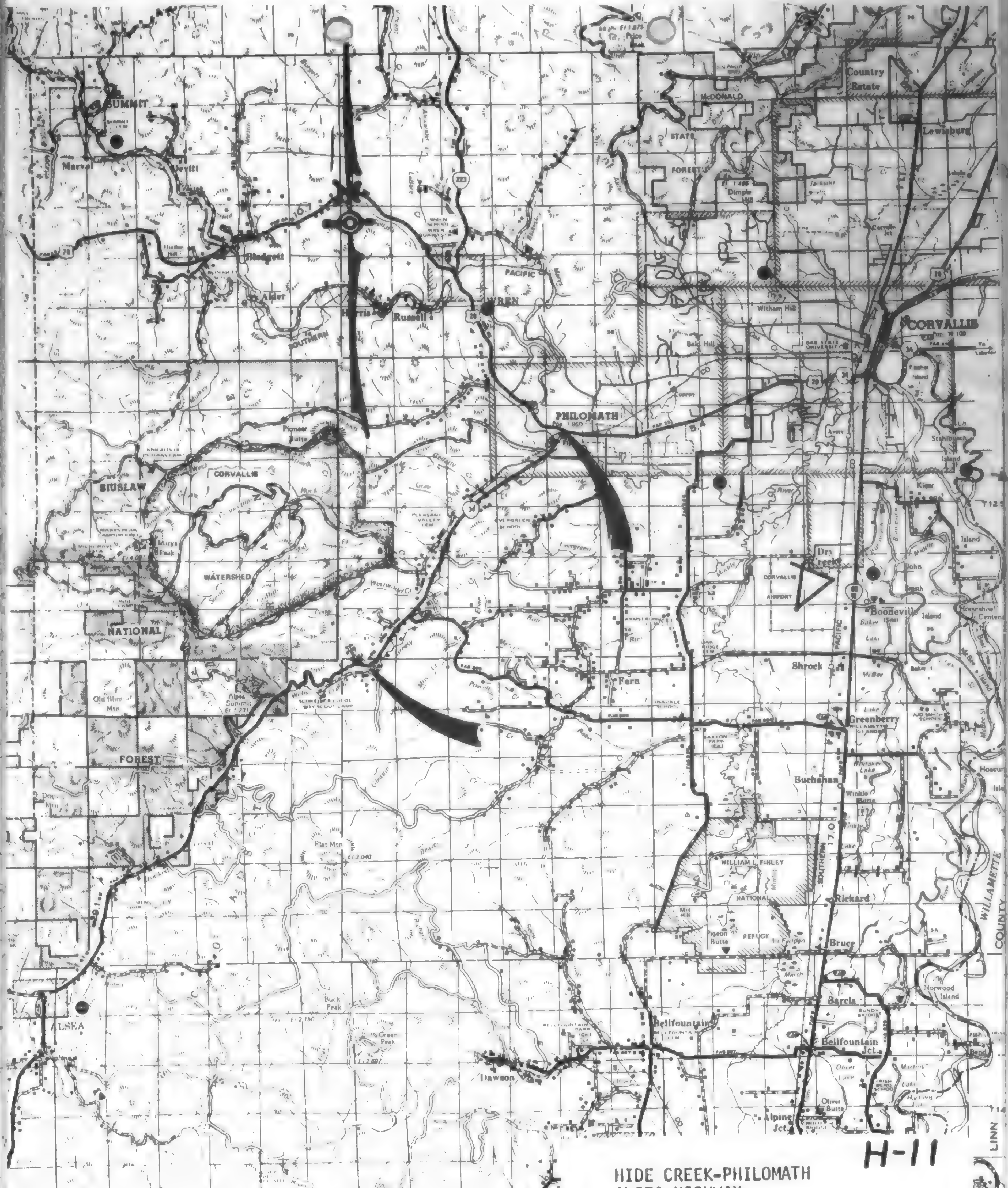
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 Project of nonmajor environmental impact under Oregon's Action Plan.



H-11

HIDE CREEK-PHILOMATH
ALSEA HIGHWAY
BENTON COUNTY

8493 Murphy Cr.-Roaring River 1977
Sec. of the Clackamas Hwy.
(Rock screen & barrier)

8493

8

March 13, 1978

Employers Mutual Liability Insurance
Company of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

Gentlemen:

On March 8, 1978, we wrote to you concerning release of final payment on Contract No. 8493 awarded to Gibbons and Reed Company for work on the Murphy Creek-Roaring River Section of the Clackamas Highway in Clackamas County.

Final payment on this contract is $7,029.40 and the total contract amount is $143,912.91 including $183.49 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Gibbons and Reed Company
P. O. Box 13388
Portland, OR 97213

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8493 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: MURPHY CR. - ROARING RIVER

WEEK ENDING: February 18, 1978

SECTION PREFIX: 103-1070

HIGHWAY: CLACKAMAS

COUNTY: CLACKAMAS

NAME OF JOB: MURPHY CREEK - ROARING RIVER

KIND OF WORK: ROCK SCREEN AND BARRIER

CONTRACTOR: GIBBONS and REED COMPANY

CONTRACT NUMBER: 8493

FEDERAL AID PROJECT NUMBER: RS-139(1)

DATE OF CONTRACT: MARCH 28, 1977

DATE WORK STARTED: JUNE 7, 1977

ESTIMATED COMPLETION DATE: SEPTEMBER, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 150

CALENDAR DAYS USED 148

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED 99

PROJECT AUTHORIZATION: $170,095.64

EXCLUSIVE OF ENGINEERING: $156,607.88

ENGINEERING AUTHORIZATION $13,487.76

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $146,678.49

ENGINEERING COST TO DATE $14,460.33

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 93

ESTIMATED PERCENT UNDERRUN 6 %

PERCENT OF AUTHORIZATION 107 %

DATE PROJECT WAS COMPLETED: SEPTEMBER 16, 1977

Semi-final submitted
February 16, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	mesh mat	
	100	100	100			100	

	GRADING	SURFACING	MAINTENANCE MATERIALS		PAVING
MILES IN PROJECT		0.42			0.42
MILES PARTIALLY COMPLETED					
MILES COMPLETED		0.42			0.42
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1050	300		64,780	140
TOTAL QUANTITIES CORRECTED TO DATE	499.30	303.27		64,189	214
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	499.30	303.27		64,189	214
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	N/A			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY	"			

Routing
Kessey
Bond
Jackmond
Hopkins
Johnsen
Inloes

RECEIVED
FEB 21 1978
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Gebauer
Widner

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	NO ACTIVITY
MONDAY	"
TUESDAY	"
WEDNESDAY	" [illegible]
THURSDAY	"
FRIDAY	"
SATURDAY	"

REMARKS

Project completed September 16, 1977.

Semi-final data submitted to Region I February 16, 1978.

SIGNED ______ LOCATION PORTLAND

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

8493

8

August 31, 1977

Gibbons & Reed Company
Post Office Box 13388
Portland, OR 97213

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8493 for work on Murphy Creek-Roaring River Section on the Clackamas Highway in Clackamas County.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of 50 days is granted because of delay in delivery of the wire mesh material for the slope protection mat.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
E. L. Hardt
Robert Church
James McNamee
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8493

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 30, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Murphy Creek-Roaring River
Contract No. 8493
Request for Time Extension

TO: H. S. Coulter
State Highway Engineer

Gibbons & Reed Company requests a 50-day extension of their contract time on this project because of delay in delivery of the wire mesh material. This goes into a chain link mesh slope protection mat to cover a steep slope on one unit of the project. The bid item called for 64,780 sq. ft. of this and it is the largest single item on the contract making up about one-third of the money amount.

The contractor started site work June 7 and has worked quite steadily since (except for fire hazard closures when time was not counted). The mesh for the slope work was not delivered until July 20 when 103 days had been counted. Only 100 days of contract time were allowed. Although the contractor says the mesh was ordered April 14 (the time count started April 9) I note in the preconstruction conference minutes that the quantities actually needed for the mesh were given to the contractor at the preconstruction conference on April 26. At that time, the mesh was expected in six to eight weeks. Documentation of the preconstruction conference and subsequent letters from the contractor and the fence supplier pretty well substantiate this.

The mesh actually arrived on the job July 20, or 97 days after April 14. This is from 55 (six weeks basis) to 41 (eight weeks basis) days late. The project is now 78 percent complete and engineering costs are at the same percentage.

We therefore concur in the field recommendations for granting the 50-day extension requested. This will expire September 26. This was a secondary project, so we do not need specific FHWA approval. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
AUG 31 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8493 Contractor Gibbons & Reed Company

Highway Clackamas

Section Murphy Creek - Roaring River

Kind of Work Rock Screen & Barrier

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 50-day extension of contract time because of delay in delivery of wire mesh material.

Recommended for Approval:

Marvin Croft
Regional Engineer

for Construction Engineer or ~~Bridge Engineer~~

H S Coulter
State Highway Engineer

Contract No. 8493

Project designation RS-139(1)
State-Federal

Date awarded March 28, 1977

Work started June 7, 1977

Per cent completed 75% - 8/24/77
Date

No. of Workdays Allowed 100

No. of Workdays Used 125 - 8/24/77

No. of Added Workdays Requested 50

SP*67865-734

B-330 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 12, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 100 days to 150 days, within which to complete our Contract No. 8493, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please refer to attached letter.

Respectfully submitted,

GIBBONS AND REED COMPANY
Contractor

By R. E. Westermann, Vice President

CONSENT OF SURETY

Date August 11, 1977

We, EMPLOYERS MUTUAL LIABILITY COMPANY OF WISCONSIN, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
Attorney-in-fact James F. Darby

Resident Agent

(SEAL)

8493

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-99	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-16-77	State Oregon County Clackamas Project No. RS-139(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 224, 16.4 mi. S.E. of Estacada ECL, S.E. 1.85 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-2-77	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 85.8%

ESTIMATED TOTAL COST OF PROJECT $ 162,179	FEDERAL FUNDS $ 139,149

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E T Hunter
Deputy State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
for: G. L. Green
Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
Salem, Oregon May 9, 1977

Federal Aid Project
No. RS-139(1)

MURPHY CREEK ROARING RIVER SECTION
Clackamas Highway
Clackamas County

Project Agreement Estimate

Type Code Y007
Rock Screen Barrier (Sta. 892+30 to Sta. 895+30)
(Sta. 971+50 to Sta. 990+00)

Mobilization	All Required			$ 13,365.00
Temporary Protection and Direction of Traffic	All Required			600.00
Temporary Signs	230	Sq. Ft.	7.00	1,610.00
Flagmen	500	Hour	15.00	7,500.00
Clearing and Grubbing	All Required			4,724.00
General Excavation	1,050	Cu. Yd.	3.00	3,150.00
Aggregate Base	300	Ton	10.00	3,000.00
Class "B" or Class "C" Asphalt Concrete	140	Ton	25.00	3,500.00
12-inch Culvert Pipe	40	Lin. Ft.	12.00	480.00
Rock Protection Fence	1,688	Lin. Ft.	12.50	21,100.00
Concrete Barrier	1,725	Lin. Ft.	18.00	31,050.00
Adjusting Inlets	3	Each	225.00	675.00
Roadside Seeding and Mulching	1.5	Acre	550.00	825.00
Cable Anchors	21	Each	90.00	1,890.00
1/2" Steel Cable	7,400	Lin. Ft.	0.65	4,810.00
Chain-Link Mesh Mat	64,780	Sq. Ft.	0.75	48,585.00
				$146,864.00

Anticipated Items

Temporary Erosion Control (E.W.)	All Required	$ 500.00
Slope Preparation for Mesh Mat (E.W.)	All Required	2,000.00
		$ 2,500.00
	Subtotal	$149,364.00
	Engineering	12,815.00
	TOTAL	$162,179.00

Length of Project 0.00 mile

Federal Funds (85.5%)	$139,149.00
State Funds	23,030.00
TOTAL	$162,179.00

Group 1 100%
Contract No. 8493
Prefix 103-1070

MURPHY CREEK-ROARING RIVER SECTION

Nonparticipating-State Work

State responsibility for Damages	All Required	$500.00

8203 3-2-77

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-139(1)

STATE PROJECT NO. See below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70204 & 70205

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 7 '77
REFER TO Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
3-2-77	3-2-77	Secondary 139
		STATE ROUTE NUMBER Secondary 171

GENERAL LOCATION:

"Murphy Creek - Roaring River Section"

GENERAL DESCRIPTION OF WORK:

Rock fallout protection (Code Y007, Miles 0.42)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT OF-WAY
CONTRICTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of R. J. Henry dated 2-18-77 that provisions of FHPM 7-5-1 have been complied with.

As requested in Mr. Rulien's 2-15-77 letter, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $260,500 - Federal funds $223,500 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-2-77	G K Hosmer for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8-15

PRO 6-2

February 15, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM for JLG L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item Nos. 70204 & 70205
Project No. RS-139(1)
Murphy Cr.-Roaring Riv. Section
Clackamas Highway
Clackamas County

Attached is a data for the subject project.

We request the following:

(1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

(2) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2-1.

(3) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $260,500 with an obligation of $223,500 in federal funds.

It is the Oregon State Highway Division's intention to receive bids for this project in March 24, 1977.

This is the first authorization request because the P.E. and ROW phases of work shown on the annual program is being done with State funds.

JLG:re

Attachments

cc: Walt Hart (Region 1)

N NO.

O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

2-15-77

R	PROJECT LOCATION (45 typewriter spaces) SR 224, 16.4 mi SE of Estacada ECL, SE 1.85 mi	**ADT**	PRESENT 1,000 DHV-200	FUTURE 1,800	YEAR 97	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 075	ITEM NO. 70204 70205

PROPOSED WORK (35 typewriter lout Protection	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS	NUMBER 139	SEQ. NO. (1)	I. Projects Only POST MI.	DESIG.

RAL FUNDS Rural Secondary	COUNTY NAME Clackamas			CODE 005	PROGRAM STAGE ☐ 1 OR ☐ 2
N AREA ---	ROUTE NO. S	FEDERAL-AID 139*	STATE 171	U.S. ---	

WORK					ESTIMATED PROJECT COST BY PHASES				
CLASS	TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								Utility adjustment as required.
	ROW								
	CONST (CODE) (Safety) Y007		"Murphy Cr.-Roaring R. Sec."	1.85*	260,500	223,500	37,000		ROW-130' min.; Access Control-Partial Parking restrictions-none.
PARED BY JLG			PROJECT TOTALS	1.85*	260,500	223,500	37,000		

OGRAM APPROVAL DATES
Both 10/4/76

REMARKS

*1.43 miles no work.
Old FAS 136

-OVER-

MO ... LY ... ANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	2-15-77

FEDERAL-AID PROGRAM DATA

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STA CO
2		SR 224, 16.4 mi SE of Estacada ECL, SE 1.85 mi		1,000 DHV-200	1,800	97	10	Oregon	4

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ.
3	Rock Fallout Protection								RS	139	(1

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
4	Rural Secondary	Clackamas	005

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
---	S	139*	171	---

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
5					PE								Util requ
5					ROW								
5					CONST (CODE) (Safety) Y007		"Murphy Cr.-Roaring R. Sec."	1.85*	260,500	223,500	37,000		ROW- Acce Par non

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS
1	1	JLG		1.85*	260,500	223,500	37,000

PROGRAM APPROVAL DATES

Both 10/4/76

REMARKS

*1.43 miles no work.
Old FAS 136

-OVE

HY CREEK-ROARING RIVER SECTION

PROJECT NO. RS-139(1)

y:

reas (MP 40.28 to MP 40.34) & (MP 41.77 to MP 42.13)... Two t. surf. lanes with 4' bit surf. shoulders.

k areas (MP 40.34 to MP 41.77)... Two 10' bit. surf. lanes ' gravel shoulders. Roaring Riv. Br. No. 6427; RCDG; Hwy. aterway; L 115'; HC 26'; H-20 loading.

ies:

-Two 12' bit. surf. lanes with 4' gravel shoulders.

-Two 10' bit. surf. lanes with 1' gravel shoulders.

he work consists of the following:

uct a chain-link mesh slope protection mat approximately n Stations 892+30 and 895+30.

uct a concrete shoulder barrier with a rock protection approximately between Station 971+50 and 990+00.

ental work common to this type of project including utility ment as required.

cquired by State.

nimum Standards: None.

irports, Railroads, Water Developments, Historical and as: None involved.

rements: Nonmajor action project as set forth in paragraph

rements: Exempt from State Clearinghouse and District 2 95 review under working agreements.

FHPM 4-4-2 Requirements: Urban Transportation Planning not applicable.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2-1.

Note: This project is in Congressional District No. 2.

MURPHY CREEK-ROARING RIVER SECTION

PROJECT NO. RS-139(1)

Existing Facility:

(1) Work areas (MP 40.28 to MP 40.34) & (MP 41.77 to MP 42.13)... Two 12' bit. surf. lanes with 4' bit surf. shoulders.

(2) No work areas (MP 40.34 to MP 41.77)... Two 10' bit. surf. lanes with 1' gravel shoulders. Roaring Riv. Br. No. 6427; RCDG; Hwy. over waterway; L 115'; HC 26'; H-20 loading.

Adjacent Facilities:

N.E. End ---Two 12' bit. surf. lanes with 4' gravel shoulders.

S.E. End ---Two 10' bit. surf. lanes with 1' gravel shoulders.

Project Data: The work consists of the following:

(1) Construct a chain-link mesh slope protection mat approximately between Stations 892+30 and 895+30.

(2) Construct a concrete shoulder barrier with a rock protection fence approximately between Station 971+50 and 990+00.

(3) Incidental work common to this type of project including utility adjustment as required.

Right-of-Way: Acquired by State.

Exceptions to Minimum Standards: None.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in paragraph 10e.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 4-4-2 Requirements: Urban Transportation Planning not appl

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Proce forth in FHPM 6-8-2-1.

Note: This project is in Congressional District No. 2.

8494 S. Tigard Int.-SW Boones 1977
Ferry Rd. Sec. of FAS 943(Kruse
(Roadside improvement) Way)

C+A 5359 11-4-76

STATE COPY L

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 6-201 & 205

PROJECT REPORT NUMBER

MODIFICATION NUMBER 5

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6/16/80

Form Approved; O M B No. 04-R2089

State Oregon

County Clackamas

Project Number SU-TQS-592(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 3 , 19 ~~80~~ 75 , is hereby modified as follows:

	Former amount		Revised amount	
Estimated total cost of project	$ 400,000.00		$ 400,000.00	
	159,189.86	022	181,221.65	022
Federal funds	$ 184,010.14	124	$ 161,978.35	124
Other revisions				

This modification is made for the following reasons:

To increase federal funds (Appn 022) to utilize balance subject to lapse and decrease federal funds (Appn 124) in an equal amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of June , 19 80 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Hwy. Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Jim files

Oregon State Highway Division
Salem, Oregon June 6, 1980

Federal Aid Project
SU-TQS-592(1)

S. Tigard Interchange-Boones Ferry Road Section
County FAS Route 943 in
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROW

Rights-of-Way (Sta. 483+91 to Sta. 552+71.13)

Rights-of-Way	All Required	$350,541.00
	SUBTOTAL	$350,541.00
	Acquisition Expense	49,459.00
	TOTAL	$400,000.00

Length of Project ------------------ 1.303 miles

SUMMARY OF FUNDS (85.8%)

Description	Appn. Code	Total Cost	Federal Funds	State Funds	County Funds
ROW	022	$211,214.05	$181,221.65	$14,996.20	$14,996.20
ROW	124	188,785.95	161,978.35	13,403.80	13,403.80
TOTAL		$400,000.00	$343,200.00	$28,400.00	$28,400.00

Group	1-100%
Prefix	503-2520

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER 9-58	
PROJECT REPORT NUMBER	
MODIFICATION NUMBER 4	

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

9-13-79

Form Approved; O M B No. 04-R2089

State
Oregon

County
Clackamas

Project Number
SU-TQS-592(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 3, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 400,000.00	$ 400,000.00
Federal funds	$ 155,813.11 022 $ 187,386.89 124	$159,189.86 022 $ 184,010.14 124
Other revisions		

This modification is made for the following reasons:

To increase federal funds (Appn. 022) to utilize balance subject to lapse and decrease federal funds (Appn. 124) in an equal amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of September, 19 79.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Oregon State Highway Division
Salem, OR September 11, 1979

Federal Aid Project
SU-TQS-592(1)

S. Tigard Interchange-Boones Ferry Road Section
County FAS Route 943 in
Clackamas County

Revised Project Agreement Estimate

Type Code ROW
Rights-of-Way (Sta. 483+91 to Sta. 552+71.13)

Rights-of-Way	All Required	$350,541.00
	Subtotal	$350,541.00
	Acquisition Expense	49,459.00
	Total	$400,000.00

Length of Project . . . . . . 1.303 miles

SUMMARY OF FUNDS (85.8%)

Description	Appn. Code	Total Cost	Federal Funds	State Funds	County Funds
ROW	022	$185,535.97	$159,189.86	$13,173.05	$13,173.06
ROW	124	214,464.03	184,010.14	15,226.95	15,226.94
Total		$400,000.00	$343,200.00	$28,400.00	$28,400.00

Group 1 - 100%
Prefix: 503-2520

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 8-108

PROJECT REPORT NUMBER

MODIFICATION NUMBER 3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-17-79

orm Approved; O M B No. 04-R2089

State Oregon

County Clackamas

Project Number SU-TQS-592(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 3, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 400,000.00	$ 400,000.00
Federal funds	215,126.11 022 $ 128,073.89 124	155,813.11 022 $ 187,386.89 124
Other revisions		

This modification is made for the following reasons:

To reduce federal funds (Appn 022) to be utilized for final contract claim settlement on Project SU-592(3) and increase federal funds (Appn 124) in one equal amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of August, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen file

Oregon State Highway Division
Salem, Oregon August 9, 1979

Federal Aid Project
SU-TQS-592(1)

S. Tigard Interchange-Boones Ferry Road Section
County FAS Route 943 in
Clackamas County

Revised Project Agreement Estimate

Type Code ROW
Rights-of-Way (Sta. 483+91 to Sta. 552+71.13)

Rights-of-Way	All Required	$350,541.00
	Subtotal	$350,541.00
	Acquisition Expense	49,459.00
	Total	$400,000.00

Length of Project . . . . 1.303 miles

SUMMARY OF FUNDS (85.8%)

Description	Appn.Code	Total Cost	Federal Funds	State Funds	County Funds
ROW	022	$181,600.36	$155,813.11	$12,893.62	$12,893.63
ROW	124	218,399.64	187,386.89	15,506.38	15,506.37
Total		$400,000.00	$343,200.00	$28,400.00	$28,400.00

Group 1 - 100%

Prefix: 503-2520

8414 9

STATE COPY

• TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	m Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER • 5-47		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
MODIFICATION NUMBER 2	5-7-79	Project Number SU-TQS-592(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 3, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 275,133.00	$ 400,000.00
Federal funds	$ 215,126.11	$ 215,126.11 Sec. $ 128,073.89 TQ
Other revisions		

This modification is made for the following reasons:

Increase in right-of-way costs, increase federal aid pro rata to 85.8% and joint finance utilizing transition quarter funds to supplement Appn. 022 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of May, 19 79.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Asst. State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Oregon State Highway Division
Salem, Oregon April 18, 1979

Federal Aid Project
SU-TQS-592(1)

S. Tigard Interchange-Boones Ferry Road Section
County FAS Route 943 in Clackamas County

Revised Project Agreement Estimate

Type Code ROW
Rights-of-Way (Sta. 483+91 to Sta. 552+71.13)

Rights-of-Way	All Required	$350,541.00
	Subtotal	$350,541.00
	Acquisition Expense	49,459.00
	Total	$400,000.00

Length of Project. . . . . 1.303 miles

SUMMARY OF FUNDS (85.8%)

Description	Appn. Code	Total Cost	Fed. Funds	State Funds	County Funds
ROW	022	$250,729.73	$215,126.11	$ 17,801.81	$ 17,801.81
ROW	124	149,270.27	128,073.89	10,598.19	10,598.19
Total		$400,000.00	$343,200.00	$ 28,400.00	$ 28,400.00

Group 1 - 100%
Prefix: 503-2520

8494

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STATE COPY

. TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 9-211	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
MODIFICATION NUMBER 1	9-22-78	Project Number SU-592 (1)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on June 3 ,19 75 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 270,000.00	$ 275,133.00
Federal funds	$ 211,000.00	$ 215,126.11
Other revisions		

This modification is made for the following reasons:

Increase in acquisition expense and to utilize balance of secondary funds appn Code 022 which is subject to lapse on September 30, 1978.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of September ,19 78 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

ByXX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Gen. file

Oregon State Highway Division
Salem, Oregon September 18, 1978

Federal Aid Project
No. SU-592 (1)

S. Tigard Interchange-Boones Ferry Road Section
County FAS Route 943 in Clackamas County

Project Agreement Estimate.

Type Code ROW
Rights-of-way (Sta. 483+91 to Sta. 552+71.13)

Rights-of-Way	All Required	$205,000.00
	SUBTOTAL	$205,000.00
	Acquisition Expense	70,133.00
	TOTAL	$275,133.00

Length of Project ----------------- 1.303 miles

Federal Funds ---------------------- $215,126.11
State Funds ------------------------ 30,003.44
County Funds ----------------------- 30,003.45
TOTAL $275,133.00

Group 1 - 100%
Prefix: 503-2520

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☑ OPE ☐
SEP 21 1978
File: PM FA
TCA LG OP

Oregon State Highway Division
Salem, Oregon May 30, 1975

Federal Aid
Project No. SU-592(1)

S. Tigard Interchange-Boones Ferry Road Section
County FAS Route 943 in Clackamas County

Project Agreement Estimate.

Type Code ROW

Rights-of-Way (Sta. 483+91 to Sta. 552+71.13)

Rights-of-Way	All Required	$205,000.00
	SUBTOTAL	$205,000.00
	Acquisition Expense	65,000.00
	TOTAL	$270,000.00

Length of Project . . . . 1.303 miles

Federal Funds	$211,100.00
State Funds	29,450.00
County Funds	29,450.00
TOTAL	$270,000.00

Group 1 - 100%

Prefix 503-2520

STATE COPY

Form Approved; O.M.B. No. 04-R2069

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-73	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6-3-75	STATE Oregon COUNTY Clackamas PROJECT NO. SU-592(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. S. Tigard Int. (I-5) to E. 1.4 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (*Miles*)
HIGHWAY PLANNING AND RESEARCH (HP & R)			
PRELIMINARY ENGINEERING			
RIGHTS-OF-WAY	Acquisition Incidentals	5-23-75 4-21-75	
CONSTRUCTION			
OTHER (*Specify*)			

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 270,000.00	$ 211,100.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By for
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
G. L. Green *(Division Engineer)*

Date executed by Division Engineer JUN 3 1975

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

5261 STATE COPY

JC BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	8-109
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-11-79

Form Approved; O M B No. 04-R2089

State: Oregon
County: Clackamas
Project Number: SU-592(3)

original Project agreement & modifications filed in Contract #5261

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 9, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,221,164.00	$ 1,289,097.00
Federal funds	$ 1,046,731.00	$ 1,106,044.00
Other revisions		

This modification is made for the following reasons:
To include final contract claim settlement and decrease in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of August, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Glen file

Oregon State Highway Division
Salem, OR August 10, 1979

Federal Aid Project
No. SU-592(3)

S. Tigard Intchge.-Boones Ferry Rd. Section
County Road in Clackamas County

Revised Project Agreement Estimate

Type Code 6204
Roadway (Sta. 483+91 to Sta. 552+71.13)

Subtotal on previous estimate of April 18, 1979 *		$ 999,539.43
Additional Approved Item PA Final Contract Claim Settlement	Lump Sum (60%)	$ 71,028.00
	Subtotal	$1,070,567.43
	Engineering	145,535.57
	Engineering (Signal Controller Testing)	1,400.00
	Total	$1,217,503.00

Type Code Y003
Roadside Improvement (Sta. 483+91 to Sta. 552+71.13)

Total same as previous estimates of 4-29-77, 9-19-77 & 4-18-79	$ 71,594.00

Length of Project. . . . . 1.303 miles
Cost of Roadway Per Mile $930,928.63

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$1,217,503.00	$1,044,617.00	$86,443.00	$86,443.00
Roadside Improvement	71,594.00	61,427.00	5,083.00	5,084.00
Total	$1,289,097.00	$1,106,044.00	$91,526.00	$91,527.00

Contract No. 8261	Contract No. 8494
Prefix 134-1070	Prefix 503-1065
Group 1 - 58%	Group 1 - 100%
Group 8 - 2%	

8494 8

*TO BE COMPLETED BY FHWA	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	orm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-150		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
MODIFICATION NUMBER 3	4-24-79	Project Number SU-592(3)

Original project agreement and modifications filed in Contract 8261

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on June 9 , 19 75 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,140,696.00	$ 1,221,164.00
Federal funds	$ 973,890.67	$ 1,046,731.00
Other revisions		

This modification is made for the following reasons:

To include additional approved items and to utilize balance of Secondary funds (Appn. Code 022)

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of April , 19 79 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Oregon State Highway Division
Salem, Oregon April 18, 1979

Federal Aid Project
No. SU-592(3)

S. Tigard Interchange-Boones Ferry Rd. Section
County Road in Clackamas County

Revised Project Agreement Estimate

Type Code 6204
Roadway (Sta. 483+91 to Sta. 552+71.13)

Subtotal on previous estimate of September 19, 1977			$952,023.50
Previous Estimate			
Lime for Treated Subgrade	560 Ton	46.00	$ 25,760.00
			$ 25,760.00
Revised Estimate			
Lime for Treated Subgrade	0 Ton	46.00	$ ---
PA1 Type 2 Fence	4,987 Lin. Ft.	2.12	10,572.44
PA2 6"-0 Rock Backfill	425.5 Cu. Yd.	3.65	1,556.73
PA4 Traffic Signal Revision	Lump Sum (45%)		3,380.80
PA5 8-inch Conduit	802 Lin. Ft.	5.30	4,250.60
PA5 1-inch Electrical Conduit	150 Lin. Ft.	2.75	412.50
PA6 Substitute Cottrell Flour for Lime Cement	1,178.9 Ton	29.78	35,101.39
PA8 Additional Signal Revision	Lump Sum (45%)		1,696.37
EW03 Select Clearing & Grubbing	All Required		2,028.10
EW04 Construct Left-Turn Refuges	All Required		11,070.79
SFO 13 Revise Traffic Signal Phases	All Required		3,206.21
			$ 73,275.93
		Net Increase	$ 47,515.93
		Subtotal	$999,539.43
	Engineering		148,630.57
	Engineering (Controller Testing)		1,400.00
		Total	$1,149,570.00

Type Code Y003
Roadside Improvement (Sta. 483+91 to Sta. 552+71.13)
Total same as previous estimates of April 29, 1977 & Sept. 19, 1977 $ 71,594.00

Length of Project. . . . . 1.303 miles
Cost of Roadway per mile. $905,977.74

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$1,149,570.00	$ 985,304.00	$82,133.00	$82,133.00
Roadside Improvement	71,594.00	61,427.00	5,083.00	5,084.00
Total	$1,221,164.00	$1,046,731.00	$87,216.00	$87,217.00

Contract 8261
Prefix 134-1070
Group 1 - 58% Group 8 - 2%

Contract 8494
Prefix 503-1065
Group 1 - 100%

8494 JIM.

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 4-146	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089 ate Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
MODIFICATION NUMBER 2	9-26-77	Project Number SU-592(3)

Original project agreement and modifications filed in Contract 8261

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 9, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,120,220.00	$ 1,140,696.00
Federal funds	$ 956,324.00	$ 973,890.67
Other revisions		

This modification is made for the following reasons:

To include increase in construction engineering costs and to utilize balance of Secondary funds (APPN Code 022) which is subject to lapse on September 30, 1977.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of September, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen W Gray
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Oregon State Highway Division
Salem, Oregon September 19, 1977

Federal Aid Project
No. SU-592(3)

S. Tigard Interchange-Boones Ferry Road Section
FAS 943 In Clackamas County

Revised Project Agreement Estimate

Type Code 6204
Roadway (Sta. 483+91 to Sta. 552+71.13)

Subtotal on previous estimate of April 29, 1977	$ 952,023.50
Engineering	115,678.50
Engineering (Signal Controller Testing)	1,400.00
	$1,069,102.00

Type Code Y003
Roadside Improvement (Sta. 483+91 to Sta. 552+71.13)

Total same as previous estimate of April 29, 1977	$ 71,594.00

Length of Project - - - - - - - - 1.303 miles
Cost of Roadway per mile- - - - $820,492.71

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$1,069,102.00	$917,288.67	$75,906.66	$75,906.67
Roadside Improvement	71,594.00	56,602.00	7,496.00	7,496.00
Totals	$1,140,696.00	$973,890.67	$83,402.66	$83,402.67

Contract No. 8261
Prefix 134-1070
Group 1-58% Group 8-2%
Contract No. 8494
Prefix 503-1065
Group 1-100%

84.94

STATE COPY

TO BE COMPLETED BY FHWA-	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	n Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-56		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clackamas
MODIFICATION NUMBER 1	5-10-77	Project Number SU-592(3)

ORIGINAL PROJECT AGREEMENT FILED IN CONTRACT 8261

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on June 9, 1975,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,223,078	$ 1,120,220
Federal funds	$ 956,324	$ 956,324
Other revisions		

This modification is made for the following reasons:

To include contract prices for second contract and increase federal aid pro rata 85.8%

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of May, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Deputy State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, April 29, 1977

Federal Aid Project
No. SU-592(3)

S. TIGARD INTER.-BOONES FERRY RD. SECTION
FAS 943 in Clackamas County

Revised Project Agreement estimate to include Second Contract

Type Code 6204
Roadway (Sta. 483+91 to Sta. 552+71.13)

Mobilization	All Required(68%)		$ 51,000.00
Temporary Protection and Direction of Traffic	All Required(10%)		410.00
Temporary Signs	100 Sq. Ft.	6.00	600.00
Temporary Barricades, Type 3	3 Only	150.00	450.00
Temporary Continuous Rail Traffic Barrier	600 Lin. Ft.	6.00	3,600.00
Flagmen	233 Hr.	12.00	2,796.00
Clearing & Grubbing	All Required(80%)		61,316.00
Removal of Structures and Obstructions	All Required(10%)		100.00
Ditch Excavation	1,781 Cu. Yd.	3.00	5,343.00
General Excavation	44,177 Cu. Yd.	1.00	44,177.00
Extra for Selected Topsoil Material	4,034 Cu. Yd.	2.00	8,068.00
Overhaul	2,150 Cu. Yd.-Sta.	0.20	430.00
Trench Excavation	3,648 Cu. Yd.	6.00	21,888.00
Finishing Roadbed & Slopes	All Required (65%)		6,500.00
Obliteration of Roadway	461 Sq. Yd.	1.00	461.00
Watering	479 M. Gal.	5.00	2,395.00
1"-0 Aggregate Base	3,100 Ton	4.35	13,485.00
Aggregate Shoulders	121 Ton	4.35	526.35
Lime Treated Subgrade	52,780 Sq. Yd.	0.70	36,946.00
Lime for Treated Subgrade	560 Ton	46.00	25,760.00
Cement Treated Base Mixture	21,800 Ton	4.35	94,830.00
Portland Cement in CTB Mixture	1,200 Ton	50.00	60,000.00
Asphalt in Seal	59 Ton	150.00	8,850.00
Class "B" or Class "C" Asphalt Concrete Mixture	12,161 Ton	11.00	133,771.00
Asphalt Cement in Mixture	741 Ton	85.00	62,985.00
Asphalt in Tack Coat	4 Ton	150.00	600.00
12-inch Culvert Pipe	187 Lin. Ft.	6.35	1,187.45
18-inch Culvert Pipe	40 Lin. Ft.	8.25	330.00
24-inch Culvert Pipe	286 Lin. Ft.	11.00	3,146.00
30-inch Culvert Pipe	438 Lin. Ft.	14.60	6,394.80
12-inch Sewer Pipe	4,673 Lin. Ft.	7.50	35,047.50
15-inch Sewer Pipe	1,526 Lin. Ft.	11.00	16,786.00
Extra for Pipe under Pavement	48 Lin. Ft.	20.00	960.00
Concrete Manholes	6 Only	950.00	5,700.00
Concrete Inlets, Type "D"	3 Only	341.00	1,023.00
Concrete Inlets, Type "CG-1"	4 Only	333.00	1,023.00

Concrete Inlets, Type "G"	2 Only	291.00	582.00
Concrete Inlets, Type "G-1"	59 Only	298.00	17,582.00
Concrete Inlets, Type G-2 MA	2 Only	441.00	882.00
6-inch Drain Pipe	3,213 Lin. Ft.	4.30	13,815.90
Special Filter Material for Drains	780. Cu. Yd.	11.50	8,970.00
Guardrail, Type 1	113 Lin. Ft.	6.00	678.00
Rail End Pieces, Type "A"	2 Only	25.00	50.00
Rail End Pieces, Type "B"	3 Only	100.00	300.00
CL-6 Chain Link Fence	700 Lin. Ft.	7.00	4,900.00
Concrete Curbs	860 Cu. Yd.	75.00	64,500.00
Concrete Islands	10 Cu. Yd.	94.00	940.00
Extra for Asphalt Approaches	11 Only	100.00	1,100.00
Paved Culvert End Slopes	440 Sq. Ft.	1.00	440.00
Guide Posts	50 Only	12.00	600.00
Roadside Seeding and Mulching	11 Acre	400.00	4,400.00
Furnishing and Planting Shrubs	1,910 Only	5.00	9,550.00
Soil Conditioner	424 Cu. Yd.	7.00	2,968.00
Bark Mulch	57 Unit	75.00	4,275.00
Signing			
Sign Support Footings	All Required(31%)		5,130.50
Breakaway Sign Posts	All Required(45%)		6,059.25
Single Sign Supports	All Required(18%)		2,196.00
Cantilever Sign Structure at Sta. "BFR" 116+40 Rt.	All Required		14,450.00
Special Signal Pole Mount	All Required		2,185.00
Type "A" Signs in Place	1,038 Sq. Ft.	11.00	11,418.00
Type "C" "D" & "R" Signs in Place	24 Sq. Ft.	6.50	156.00
Type "F" "G" & "M" Signs in Place	58 Sq. Ft.	6.50	377.00
Sign Illumination Equipment	All Required(25%)		1,062.50
Traffic Signals			
Traffic Signal Installation, Complete	All Required(45%)		43,200.00
			$ 941,965.50
Anticipated Items			
Permanent Pavement Striping (S.F.)	All Required(70%)		$ 700.00
Stage Construction Striping (S.F.)	All Required(60%)		300.00
Temporary Erosion Control (E.W.)	All Required(88%)		2,200.00
On-the-Job Trainee (3 @ $800) (E.W.)	All Required(67%)		1,608.00
Place Water Pipe in Conduit Sta. 526	All Required		1,500.00
Bike Way Signs	All Required		750.00
Furnish and Plant Trees	All Required		3,000.00
			$ 10,058.00

Subtotal	$ 952,023.50
Engineering	95,202.50
Engineering (Signal Controller Tester)	1,400.00
TOTAL	$1,048,626.00

Type Code Y003
Roadside Improvement (Sta. 483+91 to Sta. 552+71.13)

Temporary Protection and Direction of Traffic	All Required		$ 1,000.00
Temporary Signs	512 Sq. Ft.	6.00	3,072.00
Flagmen	120 Hr.	1.00	120.00
Furnishing and Planting Trees	212 Only	18.00	3,816.00
Furnishing and Planting Shrubs	4,513 Only	3.97	17,916.61
Furnishing and Planting Vines	12,460 Only	0.50	6,230.00
Soil Conditioner	1,005 Cu. Yd.	5.75	5,778.75
Bark Mulch	134 Unit	55.00	7,370.00
Irrigation System	All Required		15,000.00
			$ 60,303.36

Anticipated Items

Furnish Water During Establishment Period	All Required	$ 550.00
Temporary Erosion Control	All Required	100.00
Install Water Meter (2-inch)	All Required	1,575.00
		$ 2,225.00

Subtotal	$ 62,528.36
Engineering	9,065.64
TOTAL	$ 71,594.00

Length of Project 1.303 miles
Cost of Roadway per Mile $804,778.20

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$1,048,626	$899,722	$74,452	$74,452
Roadside Improvement	71,594	56,602	7,496	7,496
TOTAL	$1,120,220	$956,324	$81,948	$81,948

Group 1 58%; Group 8 2%
Contract No. 8261
Prefix 134-1070

Group 1 100%
Contract No. 8494
Prefix 503-1065

S. Tigard Int.-Boones Ferry Rd.
Nonparticipating-State work

State Responsibility for Damages	All Required(70%)	$700.00

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR

February 12, 1979

FROM: R D Church for
C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Highway Project Acceptance

TO: H. S. Coulter
State Highway Engineer

Contract 8494, Work Completed December 31, 1977

Project S. Tigard Intch.-SW Boones Ferry Rd.

Highway FAS 943

County Clackamas

Type of Work Roadside Improvement

Contractor Castile Landscaping, Inc.

Recommended Acceptance Date February 13, 1979

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: R. D. Church

2-15-79

APPROVED

H S Coulter
STATE HIGHWAY ENGINEER

Date 2-14-79

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SU-TQS-592(1)

STATE PROJECT NO. See below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. S-1128

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 4 - '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 4-30-79

FEDERAL ROUTE NUMBER Secondary 943

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
South Tigard Interchange - Boone's Ferry Rd. Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Program Change
See below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's April 18, 1979 letter, I approve the program change to joint finance the subject project as follows:

(1) Project No. — Change to SU-TQS-592(1)

Appn. Code		Total Cost	Fed. Funds (85.8%)
022		$250,729.73	$215,126.11
124		149,270.27	128,073.89
	Totals	$400,000.00	$343,200.00

DATE 4-30-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8494

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 22, 1979

Castile Landscaping
13460 SW Fielding Rd.
Lake Oswego, OR 97034

Re: Contract 8494

Gentlemen:

This contract has been finalled. The $5,000.00 in securities posted in lieu of retainage are hereby released.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Oregon Mutual Savings Bank

bc: C.W. Head
R. Church
C.W. Barrett, JR.

NOTED
C. W. HEAD

Form 81-734-3122 (Rev. 7-77)

8494

February 15, 1979

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 8494 awarded to Castile Landscaping, Inc., for roadside improvement on South Tigard Interchange-S. W. Boones Ferry Road Section of FAS 943 in Clackamas County was completed on December 31, 1977, and accepted by the State Highway Engineer on February 13, 1979.

Final payment in the amount of $2,696.43 will be released to the contractor after February 21, 1979. The total contract amount is $58,591.52 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Castile Landscaping, Inc.
239 S. E. 53rd
Portland, OR 97215

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8494   Clackamas

Narrative Report

S. Tigard Interchange - S.W. Boones Ferry Road
Landscaping Project [illegible] Clackamas County
Contract No. 8494   FAP No. SU-592(3)
Prefix No. 503-1065   Castile Landscaping, Inc.

There was a great deal of damage done to the plants on this project due to cars going over the mountable curbs, horseback riding, and thievery. The contractor suffered unduly for this type of damage.

There was some difficulty in finding two of the plant species called for in the plans. We had to substitute varieties of these species that looked similar and were possible to get in this area. The availability of plant varieties in an area should be carefully considered in planning landscaping projects.

Paul R. Barnhart
Resident Engineer

Versteeg
Christensen Doc
George
Olson
Terpin
Sullivan Copy
Scott
Andersen

RECEIVED
JAN 23 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

8494 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S. Tigard Interchange- S.W. Boones Ferry Road

WEEK ENDING: 1-12-78

SECTION PREFIX: 503-1065

HIGHWAY: FAS 943

COUNTY: Clakamas

NAME OF JOB: S. Tigard Inchg- S.W. Boores Ferry

KIND OF WORK: Roadside Improvement

CONTRACTOR: Castile Landscaping, Inc.

CONTRACT NUMBER: 8494

FEDERAL AID PROJECT NUMBER: SU-592(3)

DATE OF CONTRACT: April 20, 1977

DATE WORK STARTED: April 25, 1977

ESTIMATED COMPLETION DATE: Dec. 31, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: Dec. 31, 1977

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 71,594.98

EXCLUSIVE OF ENGINEERING: $ 65,312.14

ENGINEERING AUTHORIZATION: $ 6,252.84

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 94

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 60,844.35

ENGINEERING COST TO DATE: $ 5,900.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7 %

PERCENT OF AUTHORIZATION: 94 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	8	Showers			
MONDAY	9	Showers			
TUESDAY	10	Showers			
WEDNESDAY	11	Showers			
THURSDAY	12	Showers			
FRIDAY	6	Showers			
SATURDAY	7	Showers			

RECEIVED
JAN 16 1978
CONSTRUCTION SECTION

Keasey K
Routing
Lord
Jackmond 9
Hopkins
Johnsen
Inlow
Richards
Glenn
Berg
Church
[illegible]
[illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 8	No Activity
MONDAY 9	No Activity
TUESDAY 10	No Activity
WEDNESDAY 11	No Activity
THURSDAY 12	No Activity
FRIDAY 6	No Activity
SATURDAY 7	No Activity

REMARKS

Last Week: No Activity

All work is complete except for the establishment period.
No more weekly's will be submitted until that period.

SIGNED Paul R. Barnhart LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

8494

15

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 19, 1977

Castile Landscaping
13460 S.W. Fielding Rd.
Lake Oswego, OR 97034

Re: Contracts 8465 and 8494

We have received the assignment of Certificate of Deposits in the amount of $7,000 for CD's 13102968 and 13102943.

We are applying $2,000 to contract 8465 and $5,000 to contract 8494.

Vernon E. Skoog
Controller

by ___________________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Oregon Mutual Savings Bank

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

8474 FAS 943

Salem, Oregon
May 9, 1977

Merlyn Anderson
Merlyn Anderson
Landscape Designer

Paul Barnhart
Resident Engineer

S. Tigard Interchange-SW Boones Ferry
FAS 943
Clackamas County
Plant Substitution

In response to your request by phone, we have checked the availability of Rhododendron "Brittania" with local nursuries and found that they are of limited supply at the present time.

The following list of Rhododendrons will be acceptable as a substitute for Rhododendron "Brittania". One type, or a combination of two, or all three may be used.

Rhododendron "Cary Ann"
"Mrs. Furnival"
"Chev. Felix de Sauvage"

I have been assured that the availability of these rhododendrons can meet our required quantity. I will review this change in the planting plan with Robert Perron as soon as he can be contacted. I feel confident that Mr. Perron will agree to the revision.

MA:az
cc: Region I

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAY 12 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

3/1/77 DAS 943

Salem, Oregon
April 29, 1977

Thomas L. Savage
Landscape Engineer

Paul Barnhart
Resident Engineer

S. Tigard Interchange-
SW Boones Ferry Road
(Kruse Way)
Clackamas County
Soil Conditioner

I have inspected the sample of bark mulch you sent me. I find it to be an acceptable substitute for Boise Cascade "Soil Aid" soil conditioner with the following addition: 22-16-8 fertilizer @ 10 lbs. per 1,000 sq. ft.

We are now in the process of having a soil test made of the project. If time permits, we may wish to change the fertilizer mix, depending on the recommendations of the soil test.

The sample submitted does not meet the specification for bark mulch, section 781.04 (d), "medium bark mulch". The sample submitted is "fine bark mulch".

TLS:az

RECEIVED
APR 29 1977
ROAD
DESIGN
SECTION

Versteeg
1 Olson
Christensen
Scott
Swenson
Savage
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67806-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Clackamas County
Courthouse
Oregon City, Oregon 97045

Attention of Mr. John McIntyre, Director
Department of Public Works

Request No. (assigned by staff engineer or head of section) cc-1726

Date April 29, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Roadside Improvement Advance Deposit $5,000.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for a roadside improvement project on the S. Tigard Intchge.-Boones Ferry Road Section of Kruse Way, FAS 943. Now FAU 9458. Covered by agreement dated 11/2/76	4,000.00	
		To be Retained		$1,000.00

If payer has made payment for this service, indicate the amount of payment. $	**Credit distribution:** 503-1065-297
If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $5,000.00	**Submitted by:** Harold Reynoldson Harold Reynoldson
Is this a partial or final request for billing? Partial	**Approved:** Regional Engineer
If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $	**Approved:** George N. Hopkins George N. Hopkins Section Head or Staff Engineer
Give the number of the last previous request in connection with this same service.	

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

March 30, 1977

Mr. Winston Kurth
County Engineer
Clackamas County
902 Abernathy Road
Oregon City, Oregon 97103

Dear Mr. Kurth:

On March 24, 1977 a satisfactory bid was received from Castile Landscaping, 13460 S. W. Fielding Rd., Lake Oswego, Oregon 97034 for S. Tigard Interchange-S. W. Boones Ferry Rd. Section, FAS 943.

The anticipated construction cost based on their bid is as follows:

Bid Items	$60,303.36
Temporary Erosion Control	100.00
Install Water Meter (2-inch)	1,575.00
Furnish Water During Establishment Period	550.00
Contingencies (4-1/2%)	2,813.78
Engineering (10%)	6,252.84
Estimated Total Cost	$71,594.98
County's Advance Deposit (7%)	$ 5,000.00

Cont + 849

Please make your check in the amount of $5,000 payable to the Oregon State Highway Division and send it to Mr. Jon Rose, Region 1 Federal Aid Engineer, 5821 N. E. Glisan Street, Portland, Oregon 97213.

Very truly yours,

Robert H. Prange
Local Projects Manager

RHP/FFH:sch

bc/w att: Jon Rose: Upon receipt of county's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-272 and submit to Finance Branch.

NOTED
MAINOR C. HOLMES

844 3-2-77

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: SU 592(3)
STATE PROJECT NO.: See below
COUNTY NAME: Clackamas
PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:
ITEM NO.: S-1131

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 7 '77
REFER TO [illegible]
FOR
Info | Invest | R/O | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 3-2-77	FEDERAL ROUTE NUMBER Secondary 943	STATE ROUTE NUMBER County Road

GENERAL LOCATION:
"South Tigard Interchange - Boones Ferry Rd"

GENERAL DESCRIPTION OF WORK:
Landscape

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRICTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of R. J. Henry dated 2-18-77 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

DATE 3-2-77	SIGNATURE OF APPROVING OFFICIAL G.K. Hassner for	TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—826-787

8494

FAS 943

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

February 18, 1977

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Kruse Way Landscaping Project

TO: MEMORANDUM TO THE FILES

The Kruse Way Landscaping Project has been revised to eliminate the Maple trees in the median area. These revised plans have been submitted to Mr. Robert Perron, Landscape Architect, and his letter of approval is on file.

Mr. Winston Kurth, Clackamas County Engineer, has been contacted to determine if water for plant establishment will be a problem. He will advise this office whether to go ahead with a contract letting this spring or delay for a fall planting.

This project should not be advertised until the approval of Mr. Kurth, Clackamas County Engineer, has been received.

JHV:jh
cc: E. S. Hunter
Walt Hart
Art Brummitt

Versteeg
I Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
FEB 18 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

BEN GIFFORD

Section [illegible] Road

Programming Estimate $ 104,000

Highway [illegible]

Project Length 1.3 miles

County [illegible]

Completion Time March 15, 1978

Kind of Work [illegible]

Prefix 134-0701

FA Project No. [illegible] (3)

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP DATE: 2/17/77

DEPARTMENT OF TRANSPORTATION

DIRECTOR
EPUTY DIRECTOR
ADMINISTRATION (DOT)
CHIEF COUNSEL
COMMISSION SERVICES
EMPLOYEE DEVELOPMENT

FINANCE (DOT)
INFORMATION SYSTEMS
LABOR RELATIONS
OPERATIONS
PERSONNEL OPERATIONS
PLANNING

PUBLIC AFFAIRS
SAFETY
TRANSPORTATION RESEARCH
AERONAUTICS DIVISION
MASS TRANSIT DIVISION
MOTOR VEHICLES DIVISION

HIGHWAY DIVISION

TE HIGHWAY ENGINEER
DEPUTY STATE HWY ENGINEER
SSISTANT FOR DESIGN
ASSISTANT FOR OPERATIONS
ASST. FOR RIGHT OF WAY AND DEVELOPMENT
ROPOLITAN ENGINEER
ACCOUNTING (HIGHWAY)
E DESIGN
CONSTRUCTION
TY-CITY RELATIONS
DATA PROCESSING
MENTAL

EQUIPMENT SHOPS
FHWA
LANDSCAPE
LOCATION
MAINTENANCE
MATERIALS
PARKS AND RECREATION
PERMITS & WEIGHMASTER
PHOTOLOGY
PROJECT MANAGEMENT
RADIO
RESEARCH

RIGHT OF WAY
ROAD DESIGN
SIGN SHOP
TRAFFIC ENGINEERING
TRAVEL INFORMATION
UTILITIES ENGINEER
GENERAL FILES
LIBRARY
MAIL ROOM
REGION NO M
DISTRICT NO

ENTION John Rose

FROM Local Prog.

MMENTS:

Please inform county.

Proposal for March Bid.

RM 81-734-31-J SP*19799-734

tract Amount $ 88,390

FAS 943

100

1575

550

$ 2225

$ 90,615

Contingencies (4-1/2%) 4077.68

Engineering (10 %) 9,061.50

SUBTOTAL $

Credit for ________________ . . . .

Estimated Net Authorization, Construction . . . . $ 103,754.18

APPROVED

Road Design Engineer

NOTED
D. O. Christensen

BEN GIFFORD

Section S. Tigard Intch - Boones Ferry Rd.
Programming Estimate $ 104,000
Highway FAS 943 (Kruse Way)
Project Length 1.3 miles
County Clackamas
Completion Time March 15, 1978
Kind of Work Roadside Improvement
Prefix 134-1070
FA Project No. S11-592(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 88,390
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished		
Install Water Meter (2-inch)	1575	$ 2225
Furnish Water during establishment period	550	
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 90,615
Contingencies (4-1/2%)		4077.68
Engineering (10 %)		9,061.50
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ 103,754.18

APPROVED

Road Design Engineer

NOTED
D. O. Christensen

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date

Section S. Tigard Intchg - Boones Ferry Rd.

County

Kind Of Work Roadside Improvement

Length 1.3 mi

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection And Direction Of Traffic		All	All		5,000
2	Temporary Signs		Sq. Ft.	512	6	3072
3	Flagmen		Hour	120	15	1,800
	LANDSCAPING					
4	Furnishing And Planting Trees		Each	212	40	8480
5	Furnishing And Planting Shrubs		Each	4513	5	22,565
6	Furnishing And Planting Vines		Each	12460	0.55	6,853
7	Soil Conditioner		Cu. Yd.	1005	8.00	8040
8	Bark Mulch		Unit	134	70.00	9380
9	Irrigation System		All	All		23,200
						88,390

844

robert perron,
landscape
architects
and
planners
2326 sw park place
portland, oregon
97205
ph (503) 223-2266

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
FEB 16 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

11 February 1977

Mr. Marion Craft
Regional Construction Engineer/Region 1
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Re: S. Tigard Int.-S.W. Boones Ferry Road
Kruse Way
Revised Median Planting

Dear Mr. Craft:

I met with Mr. Merlyn A. Anderson of your division on Wednesday, February 9, and reviewed the revised design for the median planting on Kruse Way. I feel the design that Mr. Anderson has evolved for the landscaping on this portion of the project is in conformance with the landscape master plan and will provide an attractive addition to the overall landscape quality of Kruse Way.

I approve the design and contract document as submitted by Mr. Anderson and recommend construction at a convenient schedule.

Very truly yours,

Robert Perron
Landscape Architect

RP/ml

cc: Mr. John C. McIntyre

cy Venstey
Lollis
Bud George
2-16-77

GS W RME YCE
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UE
REGION 1

8494

1

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR
F. B. KLABOE
Administrator and
State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 10 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

February 8, 1977

Mr. Robert Perron
Landscape Architect
2326 S.W. Park Place
Portland, Oregon

NOTED
E. S. HUNTER

Dear Mr. Perron:

Re: S. Tigard Int.-S.W. Boones Ferry Road
Kruse Way
Revised Median Planting

The attached set of plans (3 copies) have been revised to reflect the median planting changes agreed upon in our meeting February 2, 1977, at your office. The revised plan eliminates the large trees previously proposed for the median and consists of:

1. Median planting at the beginning of the project to Carmen Drive will be Japanese Roses with Flowering Crabapple Trees planted intermittently among the roses. Areas where site distance is a factor will be planted with Provence Broom. Crabapple Trees will be the only plant material in this section of median requiring irrigation.

2. Median planting from Carmen Drive to the end of the project will be Tam Juniper, groups of Rhododendrons, and Flowering Crabapples. Rhododendrons and Flowering Crabapple Trees will be the only plant material in this section of the median requiring irrigation.

Request your approval of the attached plans so that contract plans and specifications can be prepared for a March bid letting.

Sincerely,

Merlyn A. Anderson
Landscape Designer
Oregon State Highway Division

MAA:az
cc: E. S. Hunter

Form 81-734-3122

8494

FAS 943

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 4, 1977

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Landscape Plans
Kruse Way Project
Clackamas County

TO: MEMORANDUM TO THE FILES

Merle Anderson and I met with Mr. Robert Perron at 10:00 am on February 2, 1977, in his office at 2326 S.W. Parkplace in Portland to discuss the Kruse Way Landscape Project. Mr. Perron was shown two alternate landscaping concepts that have been developed for the treatment of the median on the Kruse Way Project.

After some discussion of the two alternates Mr. Perron selected the plan with the median treatment of low growing shrubs, rose plantings, rhododendrons and random plantings of flowering crabapples. Mr. Anderson will develop the contract plans for this alternate and deliver it to Mr. Perron for his approval within one week.

After receiving Mr. Perron's approval the Highway Division will prepare contract plans and specifications for a March bid letting.

JHV:jh
cc: E. S. Hunter
Robert Perron
Merle Anderson

bc: Walt Hart
L. E. George
Jack Sollis

Versteeg
1 Olson
Christensen
Scott
Swenson
Savage
Trout

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FAS 943

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 3, 1977

DNStoudenmeyer

FROM: D. N. Stoudenmeyer
Preliminary Design Supervisor

TO: MEMO TO THE FILES

SUBJECT: S. Tigard Interchange--
S.W. Boones Ferry Road
FAS 943 (Kruse Way)
Clackamas County

Recent RRR standards states that with running speeds over 40 mph desirably no trees over 4" diameter should be inside of 30 feet from the travelled way. In urban areas with speeds below 40 mph the minimum distance should be behind the paved shoulder or 2 feet behind the curb.

Landscape plans for the subject project call for the planting of trees of an eventual trunk diameter greater than 4" closer than 30 feet from the outer driving lanes. The plan was developed in agreement with the City of Oswego and Clackamas County. There are presently existing trees within this area which will remain.

The project is posted for both 45 mph and 35 mph. It is safe to say that by the time the new trees pose any danger to traffic, the area will have developed an urbanized character and speeds will undoubtedly reduce below 40 mph.

Because of the insistence of the local governing bodies, and the foregoing statements, it is felt justified to use the proposed urban standard.

No such plantings are planned for the median area.

DNS:az
cc: E. S. Hunter
Jack Sollis
Walt Hart, Region 1
L. E. George
T. E. Savage

1 Versteeg ✓
2 Olson
4 Christensen
Scott
Swenson
3 Savage
Trout

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8494 2-2-77 Kruse Way
FAS 943

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 31, 1977

FILE:

D N Stoudenmeyer

FROM: Don N. Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: Horizontal Clearance to Trees

TO: MEMO TO THE FILES

AASHTO policy calls for a clear zone containing no fixed objects of 30 feet from the traveled way.

Recent RRR standards states that with running speeds over 40 mph desirably no objects should be inside of 30 feet from the traveled way. In urban areas with speeds below 40 mph the minimum distance should be behind the paved shoulder or 2 feet behind the curb.

On the Chemawa Road-Hayesville Section trees were set at 20 feet from the driving lanes. On the Kruse Way project they are proposed at 12 to 17 feet from the driving lanes. Both projects have barrier curb protection.

Olson will review
2-2-77

Justification of Kruse Way & Chemawa-Hayesville has been prepared
DNS

DNS:az

1 Versteeg ✓
2 Olson
3 Christensen Doc
Scott
Swenson
Savage
Trout

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3 Cole WEC
2 Eriksen FE
Hager
Reed
4 Sample
1 Watson BW
Wolfe

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8424

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 26, 1977

TO MEMO TO THE FILE

Ed

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Kruse Way

I called Mr. Robert Perron, Master of the Court, regarding the median landscape design for the Kruse Way project. I asked him if anyone had called to his attention the safety aspect of the proposed median tree planting of Norway Maples. He said that no one from our Department had done so; however, he was familiar with the national policies in that regard.

I then stated that the Department could not proceed with the project as designed and asked him how we could go about reaching a compromise design which would take into consideration the national design and safety policies. He indicated he would be happy to meet with us and go over suggestions for median treatment which could be developed by our Landscape Section consistent with national and state design and safety policies. He did express a desire that the median treatment contain some type of tree planting. I replied that our practice was generally not to use trees but in those cases where we did, we used a small, flowering tree which would not present a safety hazard. He indicated that this would be satisfactory and he would be giving it some thought while we are developing some alternative median treatments.

I told him that Road Design Engineer Hal Versteeg would meet with him within a week or so to go over alternative plans. Mr. Versteeg should call for an appointment with Mr. Robert Perron at 123 N.W. Second Avenue, Portland, Oregon, telephone 223-2266.

A determination needs to be made as soon as possible in order that the project can be contracted ahead of the spring planting season.

Cy John McIntyre
Clackamas Co
Dir of Public Works
1-27-77

ESH:ja

cc H. S. Coulter	Jack Sollis	L. E. George
R. L. Schroeder	J. H. Versteeg	Walt Hart
		Don Adams

FAU/OSR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
January 3, 1977

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: GEORGE HOPKINS
Local Government Programs Engineer

SUBJECT: RIGHT-OF-WAY AFFIDAVITS
Kruse Way FAU Project
Weis Bridge OSR Project
Clackamas County

Here are two affidavits completed and signed by Clackamas County commissioners certifying that right-of-way was properly secured for the Kruse Way landscaping project and the Weis Bridge off-systems road project. Right-of-Way Supervisor Ken Rolfe discussed these with Winston Kurth of Clackamas County and he is satisfied that everything is in order.

These are forwarded to you for your use.

Hopkins
Harwell
Holmes
Prange R
Unrein

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PROJECT MANAGEMENT
JAN - 4 '77

REFER TO

FOR

Info	Investigate	R/D	Action	File	Letter	See me

ldo/ggw

Attachments

cc: Region 1 w/attachments
Ken Rolfe W/attachment

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

December 21, 1976

ME PE PRI PR2 DE
O.S.H.D. - METRO
DEC [illegible] 1976
OE FILE T/A

Jon Rose
Federal Aid Engineer
Oregon State Highway Division
Metropolitan Section
5821 N. E. Glisan Street
Portland, OR 97213

Enclosed please find two executed Right-of-Way Affidavits relating to Kruse Way, FAU 9458, and Weis Bridge Off-Systems Road project, FAU Project No. OS-0300(1).

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth
WINSTON W. KURTH - County Engineer

/mak

Enclosures: 2

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OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Hopkins
Harwell
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JAN 4 1977
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Attention: County-City Unit

Subject: Federal Aid Project No. SU-592(3)
Project Name S. Tigard Interchange-Boones Ferry Rd. (Landscaping)
Kruse Way, FAU 9458 (formerly FAS 943)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon, this 21 day of Dec, 1976

County of Clackamas

Stan Skoko
Chairman

Robert Schumacher
Commissioner

Commissioner

C.C. J. B. Boyd
D.E. Swan
Jim Chidsey
C.T. Keasey

Instructions: Complete A or B and C.
R/W File No. ____
Rev. 1/76

8474   FAS 943

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/22/76
Donald L Rust

1-27-77 Bid Letting ____________ All Clear Deadline

SECTION S. Tigard Int.-S.W. Boones Ferry Rd.
Highway FAS 943 (Kruse Way)
County Clackamas Region 1
Type of Work Rdsd. Impr. Funds FAS
State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	Statewide for Landscaping
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☒	☐	☐	☐	☐	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☒	☐	☐	☐	☐	

8 a 11 a

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 9, 1976
10

-FILE-

J H Versteeg

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Kruse Way Landscaping Project

TO: E. S. Hunter
Deputy State Highway Engineer

The Kruse Way roadside improvement plans are still a matter of concern because of the potential hazard of the large street trees that will be planted in the median area.

Tom Savage has met with Mr. Perron, Landscape Architect, designated by the Court to represent the Court and the people in Lake Oswego in developing landscape plans for Kruse Way. Mr. Perron is adamant that the large street trees are required as a basic part of the design. He contends that controling vehicle speeds below 35 mph will make the area safe for public use.

This matter of safety and liability has been discussed with Jack Sollis, Bud George, Walt Hart and others and we do not share Mr. Perron's views. As this project is scheduled for letting in January 1977 an early resolution of the question is needed.

Attached are copies of recent and earlier memos and correspondence on the question of responsibility and liability.

JHV:jh
Attachment

RECEIVED
STATE HWY ENGR
NOV 10 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

11-10-76

Versteeg

Craft thinks Board of County
signatures [illegible] [illegible] & had good
plan. He will obtain signatures.

E.S.H.

Cy — Hwy file [illegible] Consl
11-10-76

8-29-

November 4, 1976

Clackamas County Board of Commissioners
Clackamas County Courthouse
Oregon City, OR 97045

Attention: George D. Poppen
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5359

Gentlemen:

Attached for your files is a fully executed copy of an agreement for construction of the South Tigard Interchange-Lower Boones Ferry Road Section of Kruse Way, FAS 943 in Clackamas County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

2494

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 1, 1976

Thomas L. Savage

FROM: Thomas L. Savage
Landscape Engineer

TO: MEMO TO THE FILES

SUBJECT: S. Tigard Interchange--
S.W. Bounes Ferry Road
Kruse Way--Roadside
Improvement
Clackamas County

On Thursday, October 28th, I contacted Mr. Robert Perron, Consulting Landscape Architect for the City of Lake Oswego.

I related to him the City of Lake Oswego's concern over the Norway Maple trees proposed for the median. I asked him how he would feel about using small flowering trees instead. Mr. Perron replied that large street trees in the middle were a basic part of the design. The trees will produce a canopy effect when driving on Kruse Way.

I asked him how he felt about using trees that had smaller leaves, which would not tend to clog the catch basins as much. He replied that the City has many streets with trees similar to Norway Maple.

I informed him we were adjusting the plant design to allow for adequate site distance at access roads.

We discussed using a variety of Norway Maple, the "Cavalier". We agreed leaf color of the Cavalier Norway Maple would be better than the Norway Maple.

TLS:az

1 Versteeg
2 Olson
Christensen
Scott
Swenson
Savage
Trout

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SECTION

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8494

FAS9B

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
November 1, 1976

FROM: Thomas L. Savage
Landscape Engineer

Thomas L Savage

TO: MEMO TO THE FILES

SUBJECT: S. Tigard Interchange--
S.W. Boones Ferry Road
Kruse Way
Roadside Improvement
Clackamas County

On Monday, October 25th, Justin Vincent and I met with representatives of the City of Lake Oswego. Representing the city were Kaye Kenyon, Parks Superintendent, John Bustrane, Traffic Engineer, and Gary Bradshaw, City Engineer. The meeting was requested by the city to discuss details concerning the project.

The details discussed included the following:

1. The project is scheduled for letting on January 27, 1977. The proposed completion date will be in the fall, probably December 31.

2. The irrigation system and planting plan will be modified to account for access roads that were added to the project. The planting plan will be changed to permit adequate site distances at the access roads.

The irrigation system is a properly designed "drip" system, that has a low gallonage per hour rate.

The city requested a locked casing to protect the pedestal mounted controller from vandals. We replied that the controller itself is locked. We have many similar controllers around the state. We have no known cases of vandalism to these controllers. The casing costs about $450.00 and the controller only $125.00.

We said we would forward our maintenance cost sheets to the Parks Superintendent, to aid him in projecting future maintenance costs for the project.

The City also expressed concern regarding the Norway Maple trees proposed for the median. They felt they might become a traffic hazard when combined with the "mountable" curb used for the median. I replied I would contact Mr. Perron, the City's consulting Landscape Architect, concerning these trees.

TLS:az

1 Versteeg ✓
2 Olson
3 Christensen Don
Scott
4 Swenson
Savage
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NOTED
H. S. COULTER

DEPARTMENT OF JUSTICE

Memorandum

TO: L. E. George
Traffic Engineer

DATE: October 5, 1976

FROM: Jack L. Sollis
Assistant Attorney General

ORIGINAL SIGNED BY
JACK L. SOLLIS

SUBJECT: Road Side Improvement Kruse Way FAS 943 Clackamas County

I have read Mr. Versteeg's memo of September 28, 1976 relating to his concern over the planting of 161 maple and 78 douglas fir trees in the median and berm between the curb and the bikeway. I would agree that these trees will certainly be a potential hazard to highway users, especially with the high traffic volume that is predicted for this portion of highway. As the City of Lake Oswego is imposing this requirement upon the county, I believe both the City and County and the Landscape Architect who has come up with this plan should be advised that these were not included in the plans drawn by the Highway Division and the Highway Division disclaims all liability for that portion of the design of the highway that relates to the planting of these trees in such close proximity to the traveled way. I think that the federal regulations and highway design standards have for many years emphasized that obstructions should not be placed close to the traveled way or in median areas that were fairly narrow. I feel that this is necessary to make sure that if some legal actions are brought in the future, the potential liability of the Highway Division can be reduced. If necessary it might require an amendment of the agreement with the County for the construction of this section of highway whereby they agree to assume all liability for the change in design that will incorporate all of these beautiful hazardous trees.

JLS:sjb

cc: Walt Barrie
Hal Versteeg

RECEIVED
STATE HWY ENGR
OCT 6 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

11-15-76
Sollis & Versteeg
coming up with a letter
documenting concerns, etc.

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

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8494

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 5, 1976

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Roadside Improvement Project
Kruse Way

TO: H. S. Coulter
State Highway Engineer

The landscape plans for the Kruse Way (FAS 943) project in Clackamas County has been completed in accordance with the Circuit Court Stipulation for Dismissal, Final Judgment and Order. Mr. Robert P. Perron (Perron Partnership, P.C., Landscape Architects), has reviewed these detailed landscaping plans and has determined that they conform to the design and landscape concepts approved by the City Council of Lake Oswego.

The maple trees proposed to be planted in the median area and those back of the curbs (no shoulders) may be a potential hazard to the highway user in future years. As a design concept I don't believe that this is in the public interest.

However these maple trees are being planted according to the landscape concept developed by the Lake Oswego Council. The City of Lake Oswego is assuming maintenance responsibility for Kruse Way including the landscaping. It does seem appropriate that they also accept whatever liability that may go along with the proposed maple tree plantings.

Attached is a copy of L. E. George's review of the roadside improvement plans, a copy of the roadside improvement plans and a copy of the Stipulation for Dismissal, Final Judgment and Order.

JHV:jh

cc: L. E. George
Jack Sollis

RECEIVED
STATE HWY ENGR
OCT 5 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sig	Act	File

8474

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR. 97310

October 1, 1976

FROM: L. E. George
Traffic Engineer

SUBJECT: Roadside Improvement Project
Kruse Way

TO: J. H. Versteeg
Road Design Engineer

We have reviewed the roadside improvement project for the South Tigard Interchange-Boones Ferry Road Section of FAS 943 (Kruse Way) in Clackamas County.

Our primary concern with this project would be with the maple trees which are proposed for the median island. The curbs are designed to be mountable, so that a car impacting the curb can drive up on the island and regain control and re-enter the highway without suffering major damage. The planting of maple trees within the median island seems to be inconsistent with the intent of the mountable curb.

A better alternative would be to plant bushes within the island rather than trees. A somewhat less desirable alternative than this would be to plant very thick bushes around the trees.

We suggest that Mr. Sollis be consulted for advice as to assigning liability for possible safety problems associated with this project.

L E George

L. E. George
Traffic Engineer

TL:ds

cc: R. L. Schroeder
Jack Sollis

/ Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

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8494 FAS 943

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 29, 1976

Merlyn Anderson

FROM: Merlyn Anderson
Landscape Designer

TO: MEMORANDUM TO THE FILES

SUBJECT: S. Tigard Intchg.-SW Boones Ferry Road Section
(Kruse Way) FAS 943
Clackamas County
Contract No. 8261

Attached is a memorandum with questions and comments from the City of Lake Oswego in regard to the landscape plans for Kruse Way. I have attempted to clarify each item as listed.

1. The "existing roadside seeding" designated on the planting plan refers to the seeding required under the road construction contract. The seed will be applied to all disturbed areas within the right-of-way. See the enclosed seeding specification for type of mix and rate of application.

2. The standard specifications and special provisions call for 2" of bark mulch on all shrub beds and around all trees to be planted.

3. The 66 Virginia Creepers to be planted along the right-of-way fence were suggested by Mr. Perron. The thought was that they are not an essential part of the plan but would be a nice addition to it. Since the Virginia Creeper is an aggressive plant we felt it was worth the chance not to irrigate. The cost of irrigating would be greater than the benefit received.

4. We have not experienced problems with the pedestal type mounting for the irrigation system controller. This unit does have a lock to protect the controller. Additional enclosures are available but cost more than the controller unit and are usually used to protect the unit from corrosive elements such as salt air.

5. The filter system for the irrigation is mentioned on Sheet 12 (Note F) of the irrigation plans. The type of filter to be issued will depend on the name brand drip system the contractor elects to use. The note states that the filter and the system requirements will be compatible.

6. Annual maintenance cost for this project will depend on the level of maintenance wanted and the type of landscape maintenance program the city has. Our Landscape Unit does not have maintenance cost data for programming future maintenance on projects but will be happy to assist the City of Lake Oswego in whatever way we can.

MA:jh
cc: Marion Craft
Robert Perron

1 Versteeg ✓
2 Olson
3 Christensen Don
Scott
4 Swenson
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TO: Director of Public Works

FROM: Director of Parks and Recreation

SUBJECT: Kruse Way Landscaping

DATE: August 27, 1976

Thank you for the opportunity to review the proposed landscape plan for Kruse Way. I do have a few comments for whatever they are worth:

1. On sheet #3 through sheet #7 inclusive, the drawings refer to "existing roadside seeding". My casual review of the project to date indicates that all of the mentioned areas have been regraded as part of the road construction and thus are dirt rather than grass. We would be concerned about the type of grass that obviously would need to be planted as well as the amount.
2. Unless we missed it on the drawings, we see no indication of mulch for the various shrub beds. We feel that all shrub beds must be properly mulched as part of the landscaping.
3. We noted that irrigation has not been provided for the Virginia Creeper to be planted along the right of way fence. It would be beneficial to provide irrigation for the 66 plants anticipated.
4. We are concerned with the proposed pedestal type mounting for the irrigation system controller and meter. Our experience in parks and recreation areas of similar installation is that unless these instruments are protected by a locked structure of some type, their longevity is of very short duration. We would strongly recommend a revision of this design element.
5. No mention or example was indicated as to the type of filtering system proposed for the drip irrigation system. With this method of irrigation, the filtering system is a key element.
6. Because we were not part of the design process and obviously do not have the benefit of past maintenance experience of similar type installations, it would be extremely beneficial for us to have some input from Mr. Perron and/or the State Highway Department regarding the cost of annual maintenance anticipated for this project. Such an analysis should include manhour requirements, equipment needs, and materials. This information will be needed by December of 1976 so it can properly be budgeted for Fiscal Year 1977-1978 when the City would assume maintenance of the project.
7. We see no difficulty for award of this project in the Spring of 1977.

If I can supply further information and answer any questions regarding the above mentioned items, please do not hesitate to contact me.

Glen R. Holzemer

CC - City Manager
Parks and Maintenance Superintendent

RECEIVED
CITY OF LAKE OSWEGO
AUG 27 1976
DEPT. OF PUBLIC WORKS

subsection 781.02(c).

681.32 Fertilizing and Seeding - Fertilizer shall be applied at the minimum rate of 400 pounds per surface acre. Seed, as a mixture, shall be applied at the following minimum rates:

Kind of Seed	Minimum Quantity per Surface Acre
~~Nordan Crested Wheatgrass~~	~~lbs.~~
~~Durar Hard Fescue~~	~~lbs.~~
~~Big Sherman Bluegrass~~	~~lbs.~~
Pennlawn or Illahee Creeping Red Fescue	15 lbs.
Cascade or Highlight Chewing Fescue	12 lbs.
Manhattan Perennial Ryegrass	3 lbs.
Park, Kenblue or Newport Bluegrass	8 lbs.
Grassland Huia White Clover (New Zealand)	2 lbs.
Total	40 lbs.

A surface acre is defined as 43,560 sq.ft. measured on the ground surface.

8444

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 28, 1976

FILE:

FROM: J. H. Versteeg
Road Design Engineer

TO: L. E. George
Traffic Engineer

SUBJECT: Roadside Improvement
S. Tigard Intchg.-SW Boones Ferry Road Section
FAS 943
Clackamas County

The landscape plans for this project were developed under the direction of Mr. Perron, Landscape Architect. Mr. Perron was appointed by the courts with the responsibility to carry out the wishes of the City of Lake Oswego, Clackamas County and the public to mitigate environmental and aesthetic impacts of the Kruse Way FAS Project. The attached roadside improvement plans have been approved by the City of Lake Oswego, Clackamas County and Mr. Perron, the Landscape Architect.

An essential part of these plans is the 161 Maple and the 78 Douglas Fir trees to be planted in the median and on the berm between the curb and the bikeway. These trees, as they mature, will be potential hazards to the highway users. Kruse Way has a projected ADT of 11,300.

From a traffic operations and safety point of view is this design acceptable? If this is not acceptable safety-wise, how would you propose that the liability for this design be reassigned to those agencies outside the Highway Division who have directed the development of the roadside improvement plan for Kruse Way.

JHV:jh
cc: R. L. Schroeder
Jack Sollis

NOTED
R. L. SCHROEDER

RECEIVED
SEP 29 1976
Office of
Assistant State Highway Engineer

8494

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 27, 1976

FROM: J. H. Versteeg
Road Design Engineer

TO: R. L. Schroeder
Assistant State Highway Engineer

SUBJECT: Kruse Way - Landscaping
S. Tigard Intchg.-SW Boones Ferry Road Section
FAS 943
Clackamas County

The landscaping plans for the Kruse Way project have been approved by Clackamas County, City of Lake Oswego, OSHD Region 2 and Mr. Robert Perron, Landscape Architect. Mr. Perron was appointed by the court to monitor the development of the landscape plans for this project.

Contract plans and specifications will be completed for an early 1977 contract. The landscaping project as proposed will cost approximately $90,000.

JHV:jh
cc: Gary Potter (w/attachment)
L. W. Rulien (w/attachment)
E. L. Hardt (w/attachment)
C. G. Swenson
Merle Anderson

NOTED
R. L. SCHROEDER

RECEIVED
SEP 28 1976
Office of
Assistant State Highway Engineer

8494 FHS 943

Salem, Oregon
August 6, 1976
9,

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

E. L. Hardt
Region 1 Engineer

Roadside Improvement Project
SE 72nd-SE Boones Ferry Road
(Kruse Way)
Clackamas County

Transmitted are the preliminary landscaping plans for the Kruse Way Project. Merle Anderson, of our Landscaping staff, has developed these plans with the advice and approval of Mr. Perron representing the City of Lake Oswego. Would you please distribute copies of the plans to Clackamas County, the City of Lake Oswego and any other interested parties. We need the concurrence of the city and the county and ultimately we will need their formal written approval.

The preliminary cost estimate for this roadside improvement project is $96,000. If the legal and funding questions can be resolved, I would suggest a separate landscape contract with planning scheduled for the Spring of 1977. Your recommendations in this regard would be appreciated.

Mr. Savage and Mr. Anderson are available to meet and discuss this proposal with any interested parties. Please contact them if their assistance is desired.

JHV:jh
cc: E. S. Hunter
L. W. Rulien
Tom Savage

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D.E. Swan advises that some funds are available & can be used since this is "stage construction" of items covered in original project agreement.
Bob Prange will review for necessary agreement – possibly letter form suppl. agreement will be adequate.
8/9/76

copies to Swan, Prange, Rulien, Versteeg

Form 61-734-30400K

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET .... OF .... SHEETS

S.W. 72ND AVE. INTCH. - S.W. BOONES FERRY RD. SEC.
BEAVERTON - TIGARD & PACIFIC HWYS.
FAS-943
WASHINGTON & CLACKAMAS CO.

* REVISED
7-28-76 *

COST ESTIMATE

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL
FURNISH & PLANT TREES	EACH.	238	40.00	9 520
FURNISH & PLANT SHRUBS	EACH	2,720	5.00	13 600
FURNISH & PLANT VINES	EACH	11,926	.55	6 560
SOIL CONDITIONER @ ② DEPTH	CU. YD.	715	8.00	5 720
BARK MULCH @ ②" DEPTH	UNIT	97	70.00	6 790
IRRIGATION	L.S.		L.S.	30,400
			SUB.	72 590
		+ 15%	GENL. CONTRACTOR	10,889
			SUB.	83 479
		+ 14½%	ENGR. & CONT.	12,105
			TOTAL =	95,584

Estimate : $96,000

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET
SHEET 1 **OF** 1 **SHEETS**

S.W. 72 AVE. - S.W. BOONES FERRY RD. SEC.

8/3/76

		ITEM	UNIT	NET AMOUNT	ALLOW.	TOTAL AMOUNT	UNIT COST	TOTAL COST
½-INCH	WATER	PIPE	LIN. FT.	2900	100	3000	9.80/100	294.00
¾-INCH	"	"	" "	2490	60	2550	12.10/100	308.55
1-INCH	"	"	" "	485	15	500	16.10/100	80.50
1¼-INCH	"	"	" "	1445	55	1500	25.40/100	381.00
1½-INCH	"	"	" "	705	25	730	33.20/100	242.36
2-INCH	"	"	" "	670	30	700	52.00/100	364.00
2½-INCH	"	"	" "	1240	60	1300	76.30/100	991.90
DRIP IRRIGATION HOSE			" "	19,570	430	20,000	.084	1680.00
PRESSURE COMPENSATING		EMITTER	ONLY	128	2	130	.72	93.60
IN LINE	EMITTER		"	4805	45	4850	.50	2425.0
2" AIR RELEASE VALVE			"	1	—	1	50.00	50.0
¾" MANUAL DRAIN		VALVE	"	12	2	14	7.50	105.0
¾" GATE	VALVE		"	3	—	3	16.20	48.60
1" "	"		"	2	—	2	18.40	36.80
1½" "	"		"	1	—	1	31.20	31.20
¾" PRESSURE	REDUCER / GAUGE		"	14	—	14	30.00	420.0
2" PRESSURE	REDUCER		"	1	—	1	116.85	116.85
2" DOUBLE	CHECK VALVE / COVER		"	1	—	1	1000.00	1000.00
2" AUTOMATIC	CONTROL VALVE - TH		"	1	—	1	134.45	134.45
100 G.P.M.	FILTER / COVER		"	1	—	1	500.00	500.0
PEDESTAL	MOUNTED METER BASE		"	1	—	1	300.00	300.0
4-STATION,	WATERPROOF TIMER		"	1	—	1	125.00	125.0
VALVE BOX / LOCKING	COVER		"	20	—	20	19.90	498.0
¾" ELECTRICAL	CONDUIT		LIN. FT.	60	—	60	.15	9.00
								$10,135.8

SW. 72nd Ave. Intchg - S.W. Boones FERRY Rd. Sec.

Tape 6c - 2

SECTION 682 - PLANTING TREES, SHRUBS AND VINES

Trees, shrubs and vines shall be furnished and planted in conformance with Section 682 of the Standard Specifications supplemented and/or modified as follows:

682.01 - All plant materials to be furnished shall be treated with an approved horticultural antidesiccant prior to transporting to the project.

682.11 Fertilizer - The fertilizer for trees and shrubs shall conform to subsection 781.02(C).

Fertilizer for the vines shall analyse 5% nitrogen, 4% available phosphoric acid and 3% soluble potash. Four units of the nitrogen shall be derived from Hynite Tankage, 90% of which shall be cold water insoluble with an activity index of 50. One unit of the nitrogen shall be derived from sulphate of ammonia. The 4% available phosphorous shall be derived from 18% superphosphate. The 3% available potash shall be derived from mruiate of potash. The source of calcium, magnesium and sulphur is calcium sulphate and dolomitic limestone.

The contractor shall furnish to the engineer a written Certificate of Analysis from the supplier stating the source of each component in the fertilizer mix.

Planting tablets 20-10-5 may be substituted for ~~[illegible]~~ 5-4-3 and 22-16-8 fertilizer.

Planting tablets to be "Agriform" as manufactured by Sierra Chemical Company, Newark, California, or an approved equal.

Planting Tablets - Planting tablets shall be tightly compressed, long-lasting, slow-release fertilizer tablets weighing between 5 and 25 grams, with a potential acidity of not more than 5 percent by weight and having an analysis of 20-10-5 derived from the sources listed.

Tape 6c - 2 contd.

Total Nitrogen (N)	20.00%
Derived from urea-formaldehyde	
7.0% Water Soluble Nitrogen	
13.0% Water Insoluble Nitrogen	
Available Phosphoric Acid (P_2O_5)	10.00%
Derived from calcium phosphate	
Soluble Potash (K_2O)	5.00%
Derived from potassium sulfate	
Combined Calcium (Ca)	2.60%
Derived from calcium phosphates	
Combined Sulfur (S)	1.60%
Derived from ferrous and potassium sulfates	
Iron (expressed as elemental Fe)	0.35%
Derived from ferrous sulfate	
Potential Acidity: 5% or 100 lbs. Calcium Carbonate Equivalent Per Ton	

Soil Conditioners - In addition to soil conditioners listed in subsection 781.03, a fully composted nitrogen fortified forest humus product (Soil-Aid) as manufactured by Boise Cascade Corporation may be used.

682.34 Planting - The planting hole for vines shall be of ample size to permit the spread of the root system. Before planting, two ounces of fertilizer shall be placed in the bottom of the hole and covered with one inch of soil as a barrier and protection to the root system.

The holes for vines shall be watered before inserting the plants and the backfill soil moistened immediately after planting.

The bark mulch may be placed before planting vines and the plant holes made through the mulch.

682.36 Soil Conditioners - A 2-inch layer of soil conditioner shall be thoroughly incorporated into the planting beds prior to planting.

Trees shall have three cubic feet of soil conditioner thoroughly mixed in the topsoil backfill in the planting hole.

On slopes adjacent to the structures that the engineer determines are too steep to cultivate, soil conditioner at the rate of 3 cu.ft. per tree, 1 cu.ft. per shrub and 1/4 cu.ft. per vine shall be thoroughly mixed with topsoil for the backfill in individual planting holes.

652.34 Planting - (delete 6th paragraph and substitute the following). Additional Topsoil will not be required

Tape 6c - 2 contd.

682.37 Fertilizing of Trees, Shrubs and Vines - The following fertilizers shall be applied at the rates indicated:

Fertilizer	Rate
22-16-8	1 lb. per tree per application
22-16-8	1/2 lb. per shrub per application
5-4-3	1/8 lb. per vine per application

Fertilizer Planting Tablets:

Plant	Rate	Size
Tree	3 tablets per tree	21 gram
Shrub	2 tablets per shrub	21 gram
VINE	2 tablets per shrub	10 gram

The planting tablets are to be evenly spaced around plants when planting holes are 2/3 filled with backfill. If planting tablets are used, only one application of the tablets is required.

682.38 Pruning and Staking Trees - Delete the second paragraph of subsection 682.38 and substitute the following:

Tree stakes shall be 2"x2" Douglas fir, construction grade, rough sawn, and shall be stained with a dark green penetrating oil stain approved by the engineer.

682.41 Mulching - The following mulches shall be applied at the rates or depths indicated:

Type of Mulch	Rate or Depth
Fir, Pine or Hemlock Bark	2 inches

The bark mulch shall be uniformly spread over the entire planting beds. Bark mulch will not be required around individual trees in lawn areas as sod is to be placed flush to tree trunks.

682.42 Plant Establishment and Replacements - The contractor's attention is directed to subsection 107.25 of the Standard Specifications which states that, until final acceptance of the work under the contract, the contractor shall be responsible for and shall repair any damage caused by traffic and shall bear the expense thereof. Pursuant thereto, the contractor will be responsible for said damage both to the plants and the planting beds during the establishment period.

Tape 6c - 2 contd.

682.83 Fertilizers, Soil Conditioners and Soil Amendments - Soil conditioner will be separately measured and paid for. Measurement will be by the cubic yard in the hauling vehicle at the point of deposit with no allowance for settlement of material during transit.

682.84 Mulch Materials - Bark mulch will be measured in the hauling vehicle at the point of deposit with no allowance for settlement of material during transit.

682.91 Payment - Payment for soil conditioner will be made at the contract unit price for the item "Soil Conditioner", which payment shall be full compensation for all labor, equipment and materials required to furnish and incorporate the soil conditioner into the planting areas as specified,

Tape 6c - 5

SECTION 685 - WATER SUPPLY AND IRRIGATION SYSTEMS

Water supply and irrigation systems shall be constructed in conformance with Section 685 of the Standard Specifications supplemented and/or modified as follows:

685.11 Materials - Materials shall meet the requirements of the appropriate subsections in Section 782 of the Standard Specifications, supplemented and/or modified as follows:

782.03 Rigid-Type Plastic Pipe and Fittings - Delete this subsection of the Standard Specifications and substitute the following:

Pipe shall conform to the requirements of ASTM D 2241, Type 1, Grade 1 or 2. Unless otherwise indicated on the plans the standard thermoplastic pipe dimension ratio (SDR) shall be 21.

Pipe fittings shall conform to the requirements of ASTM D 2466.

Solvent cement shall conform to the requirements of ASTM D 2564.

782.16 Protective Valve Boxes, Sleeves and Drains - Protective valve boxes may be either concrete meter boxes as manufactured by Brooks Products, Inc., or plastic meter boxes as manufactured by Ametek/Plymouth Plastics, both with locking covers. Keys shall be furnished.

685.38 Flushing and Testing Lines - ~~As a part of the work done under this Section, the entire potable water system shall be disinfected in accordance with the applicable provisions entitled "Disinfection of Water Lines and Reservoirs". No separate or additional payment will be made for disinfection work.~~

Delete the 3rd. sentence of this sub-section of the Standard Specifications and substitute the following:

All pipe lines, (not drip irrigation hose) shall be pressure tested at 150 psi for 12 hours with pressure loss less than 5% (7.5 lbs.) If at the end of 12 hours the loss is greater than 5%, proceed as follows:

1. Record this 1st pressure loss
2. Pump pressure back up to 150 psi and let stand for another 12 hours - record this 2nd pressure loss.

If the 1st. pressure loss and the 2nd pressure loss is the same, or nearly so, there is a leak and must be found and corrected.

If the 2nd pressure loss is considerably less than the initial loss, ~~air entrapment is in all probability the cause and~~ no further test shall be required.

8494 FAS 943

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 5, 1976

FROM: C. G. Swenson
Specifications Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: SW 72nd Ave. -SW Boones Ferry Rd. (Kruse Way) Landscaping Project

Attached hereto are the following:

1. A copy of the "Stipulation for Dismissal, Final Judgement and Order" dated September 10, 1975.

2. A copy of a letter from John McIntyre to Don Adams dated September 10, 1975.

3. A copy of a letter from Don Adams to E. S. Hunter dated September 18, 1975,

I have reviewed the files on this project and the above-listed documents appear to be the main ones that make reference to the landscape work. On pages 2, 3, 5 and 6 of the "Final Judgement" there are requirements set forth relative to approval of the landscape plans by Robert P. Peron, the City and the County.

In the second paragraph of Mr. McIntyre's letter to Don Adams there is a mention made of a "change order to Kearney Bros. contract". This was the only mention I found relative to the contracting of this landscaping work.

The last paragraph of Don Adams' letter to E. S. Hunter refers to cooperation with the City and County and Mr. Peron in the development of the landscape plans.

It appears that, in view of the above and also the recommendations from Construction, we should request the help of Region in obtaining the necessary approval of the landscaping plans and get, if possible, approval for performing this work under a separate contract. We could then work up the bidding documents, advertise and take bids for the work.

CGS:fw
Attach.

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8474 FAS-943

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
June 29, 1976

Merlyn A Anderson

FROM: Merlyn A. Anderson
Landscape Designer

SUBJECT: 72nd Ave. Interchange-S.W.
Boones Ferry Road Section
(Cruse Way)
I-205
6-28-76

TO: MEMO TO THE FILES

I met Bob Perron (Landscape Architect representing the City of Lake Oswego) on the project to discuss and confirm the Landscape treatment to be used on Cruse Way.

Beginning of the project to Carmen Drive

1. Continuous row of trees in the median.

2. Irrigation of the median will be limited to the trees. A drip irrigation system can be used.

3. Shrub planting on the westbound side will start at Station 510 and continue to Carmen Drive. Irrigation can either be a drip system or conventional. Additional trees will be required in this section.

4. Shrub beds on the eastbound side will begin approximately parallel with the end of the median and continue to Carmen Drive. Some Douglas Fir will be required for screening prior to the starting of the shrub bed. All planted trees require drip irrigation.

Carmen Drive to end of project.

1. Shrub planting on the eastbound side will go from Carmen Drive to approximately Station 532+50. Trees will be planted along right af way and drip irrigated. No planting required in native wood areas.

2. Shrub planting on westbound side will begin at Carmen Drive and go to the rock outcrop (approximately Station532+50). Drip or conventional irrigation will be required. No planting in native areas.

3. Shrubs will be planted in some areas requiring screening and at access points. Additional trees will be required in some open areas along the right of way.

4. Shrubs or groundcover and trees will be required on the slope easement westbound side near end of project.

5. Rhododendrons and trees will require drip irrigation in the median area.

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Frank Josselson
4282 SW Cobb Way
Lake Oswego, Oregon 97034

June 10, 1976

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STATE HWY ENGR
JUN 15 '76
REFER TO
Hunter
FOR
Info ✓ Inves R/D D/R Sign Act File

Mr. John C. McIntyre, Director
Clackamas County Public Works Department
902 Abernethy Road
Oregon City, Oregon 97045

Re: Kruse Way (FAS 943)

Dear John:

copy #8261

This letter is to confirm the matters we discussed relative to Kruse Way.

On May 25, 1976, Mr. Robert Perron met in Salem with representatives of the state highway department to review their design/landscaping plan for Kruse Way for conformance with the design/landscaping plan reviewed by your department, subjected to public hearing, adopted by the Lake Oswego City Council, and incorporated by reference into the stipulated final judgment in West Clackamas League of Women Voters, et al. vs. Board of County Commissioners of Clackamas County, et al.

On June 8, 1976, Joel Kuntz and I, attorneys for plaintiffs in the Kruse Way litigation, met with Mr. Perron to review several major discrepancies and areas of non-conformance he detected between the plans presented to him on May 25, 1976 and those incorporated into the court order. Bob has not yet had an opportunity to inspect the site to make a final determination as to other apparent discrepancies, but will do so at the earliest practicable time.

With the possible exception of those apparent non-conformances Bob has not yet had a chance to confirm, we believe the following, individually and cumulatively, are of sufficient magnitude to threaten the integrity of the stipulated judgment you and we worked so hard to achieve.

1. The design/landscaping plans incorporated into the court order, provided for an unpaved, curbed median strip to run the length of the road, to give it a boulevard effect, retaining as many of the existing trees in the median as possible, consistent with sound safety principles for a 35-40 mph road. The plan approved by City Council provided for five points of access to properties adjacent to the road, to be located at

Cy Perpin
Versteeg

copy made for Savage
ASO.

points which were identified by the Clackamas County Public Works Department. The most westerly of these points was an access to the Brigham Young property (north and south) at a point described by your department as "Engineering Station 495 + 50."

The plans presented to Mr. Perron on May 25 show that the location of this access point is being moved approximately 360 feet west.

2. The plans approved by the City Council called for 200-foot refuge lanes. The plans presented to Mr. Perron on May 25 show 400-foot refuge lanes.

The effect of this alteration, coupled with alteration No. 1, above, is to eliminate all but approximately 125 feet of unpaved median strip in the west approximately 1175 feet of Kruse Way.

During the City Council's public hearings on the design/landscaping plan, Kruse Way was described as the "gateway" to Lake Oswego. The virtual elimination of the median strip in the west one-fourth portion of Kruse Way which would result from these two alterations would destroy the boulevard-like, gateway effect the design planning effort was undertaken to achieve.

3. At the meeting on May 25, 1976, Mr. Perron was informed that the width of the above-described Brigham Young access was to be expanded to four lanes. The plans incorporated into the court order called for a two-lane access.

4. Mr. Perron was informed that no landscaping whatever is proposed for the northwest corner of the intersection of Kruse Way and Lower Boones Ferry Road. The plans incorporated into the court order called for landscaping on that property. Mr. Perron was informed by the people in Salem that the reason no landscaping is provided at this point is that the county acquired only an easement and not the fee for this portion of the right of way; and that neither the county nor state has legal authority to landscape the landowner's property. This contradicts our understanding throughout, i.e., that the county was acquiring outright all property within the right of way.

We would be most grateful if you would investigate and report to us on these matters. We share your desire to complete construction of Kruse Way without further conflict and complications. We are also confident that you will protect and effectuate the court order to which we stipulated, and ensure that Kruse Way, as constructed, will conform to the design/landscaping plan incorporated therein. Finally, as Special Master to the court, we trust you will not permit any construction to occur which might interfere with ultimate implementation of the court order and the design/landscaping plans incorporated therein.

We would appreciate a reply to this letter not later than June 17, 1976. If you have any questions about it, please contact me or Bob Perron.

Thank you for your assistance.

Very truly yours,

Frank Josselson

Frank Josselson

FJ:cw

8474

FA5943

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
May 28, 1976

Merlyn A Anderson

FROM: Merlyn A. Anderson
Landscape Designer

SUBJECT: Meeting about 72nd Ave-S.W. Boones Ferry Road, 5-25-76
Observation of Hydro Seeding Application, 5-26-76

TO: MEMO TO THE FILES

5-25-76

S.W. 72nd Ave.-S.W. Boones Ferry Road Section (Cruse Way)
Meeting at Paul Barnhart's Office, 9:30 a.m.
Attended By: Resident Engineer Paul Barnhart, Construction Engineer Marion Craft, Landscape Architect Bob Perron (Representing the city of Lake Oswego) and myself.

Meeting was held to discuss the proposed landscaping for Cruse Way and to obtain approval of our preliminary plan by Bob Perron. Perron agreed upon the concept, plant materials, and areas requiring irrigation. Paul Barnhart informed us of recent changes in the construction plans. Paul is sending us corrected plans. As soon as we receive the corrections, we will draft the final plans.

5-26-76---Tom Savage and Merle Anderson

Test Application of Hydro mulching materials on I-205
Ed Holland--=Resident Engineer
Products Tested:
1. Terra Tack--a mulch binder produced by Grass Growers, Plainfield, Jew Jersey.
2. A mulch product produced form Chip Stock cardboard--Fibron Company
3. Laytex mulch binder produced by Dowell Chemical Company.

Ed Holland is providing the follow up data resulting from the tests.

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FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22, 1975

SUBJECT: Acceptance of Preliminary Planting Plan & Irrigation Concept for SW 72nd Ave. Int-SW Boones Ferry Road Sec.

To: Memo to the Files

A meeting with Bob Perrin was held at Don Adams' office in Milwaukie at 10:15 Monday, October 20. Don adams, Paul Barnhart (Res. Engr.), and myself reviewed our preliminary landscape plans with Bob Perrin, (Representing the city of Lake Oswego).

Generally Mr. Perrin agreed with the planting and irrigation concept and with the scope of work to be done. Final acceptance will be after he has walked the project with plans in hand. Perrin thought he could walk the project the first of next week and would contact us afterward.

Minor changes and additions discussed:

1. Drainage ditch added along northbound right of way in the open area from Carmen Drive west to the forested area (not shown on plan).
2. Drainage ditch on southbound side (shown on plans) has been moved to right of way line.
3. Near end of project, northbound side, the right of way parallels the edge of the bike path, leaving no room for planting. Don Adams will look into the possibility of planting the slope easement shown on plan. (Need county and/or city approval).
4. Access points to highway, not shown on plan, have been agreed upon and needs to be reflected on planting plan.
5. Projected schedule--Plans ready by January, 1976, to present to contractor--Fall planting, 1976.

Merlyn A. Anderson

Merlyn A. Anderson
LANDSCAPE DESIGNER

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
September ~~17~~ 18, 1975

FILE: CON 5

FROM: D. R. ADAMS D R Adams
Regional Construction Engineer

SUBJECT: Kruse Way Litigation
Contract No. 8261 - copy

TO: E. S. HUNTER
Deputy State Highway Engineer

PROJECT MANAGEMENT

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
...CE CONTROL		
SCHEDULE		

SEP 19 1975

As you are aware a settlement has been reached in the subject litigation. I have attached a copy of a letter from John McIntyre, Director of Public Works for Clackamas County, to me emphasizing certain particulars of the Courts Stipulation for Dismissal, Final Judgement and Order which are also attached.

There are a couple of points which may be of interest to you in McIntyre's letter of transmittal. One is the unique relationship between the County Court and the Highway Division wherein the Court has ruled that the Highway Division is acting as agent for the County and that John McIntyre has been appointed a Special Master of the Court. In this capacity he is directed to inform the Court if the construction does not meet the intent of the settlement. The second point mentioned is the development of a landscape plan. While Mr. Bob Perron, who represented the Plaintiffs in this case, did develop the conceptual plan and does want to do the detailed design, it is my intention to request, by copy of this letter, that Roy Olson work up the detailed plans based on Mr. Perron's concept. According to the Court Order Mr. Perron is to be provided review privileges of our plan. I don't really feel there is any problem in this and am suggesting that as soon as a preliminary landscape plan is developed that we contact Mr. Perron and consult with him.

We have already made and will continue our efforts to work with the County, the City, and Mr. Perron as the representative of the Plaintiffs in developing a reasonable landscape plan for this Highway. It is my intent to develop the project as openly as possible so there can be no recriminations at a later date.

DRA/b
att
cc: Hal Versteeg
L. W. Rulien
Roy Olson
Paul Barnhart w/att

R Hal

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DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

September 10, 1975

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SEP 15 1975
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Don Adams
Construction Engineer
Oregon State Highway Department
Region I
P. O. Box 02157
Portland, OR 97202

Judge Gilroy has just executed the attached Stipulation for Dismissal, Final Judgment and Order regarding Kruse Way, FAS 943. I request that you carefully review this document and if any questions arise as to its meaning or interpretation, please contact me as well as your own legal counsel. Although the State is not a party to the suit, the Court has ruled that you are our agents and look to us to see that you and your staff comply with the directives of the Court. I will offer some general comments to this Order which are intended to guide you in administering the contract with Kearney Bros., Inc. as well as properly instructing your landscaping section to prepare appropriate plans and specifications for landscaping the highway right-of-way.

My first comment involves Section 3 (e) found on Page 2 - (Stipulation of the Parties):

Mr. Perron's conceptual plan, approved by the City Council of Lake Oswego on the evening of September 9, 1975, is the plan you will use in developing final landscaping drawings and specifications and subsequent Change Order to Kearney Bros.' contract. One item that has been continually discussed in the implementation of Mr. Perron's plan is that of saving the large Oak tree, which is believed to be in excess of 150 years of age. Councilman Finch, who authored the approval motion for our tree cutting permit, stated that he wished the tree to remain if at all possible, however, he left it up to us (the State and County) to determine the feasibility. I am sure Councilman Finch was unaware of the studies we have previously performed to ascertain the possibilities of saving this Oak. These studies indicated that an alignment change would be necessary to accomplish this, but this change would decrease the safety of the facility and, in addition, require the removal of some smaller Oaks and Firs on the south side. Considering these two factors, I have determined (and I believe you concur with this recommendation) that the Oak should be removed and no alignment change instituted.

My next comment involves Section 2, found on Page 5 - (Order of the Court):

The Order seems to give us the option of employing Mr. Perron to prepare the necessary detailed plans and specifications. I personally am impressed with the quality of work he has performed to date and feel he would be well qualified to reduce his conceptual plan to detailed plans and specifications. You and I had an opportunity to discuss this and it was pointed out that any private consultant employed to perform work on a contract involving Federal Aid participation must be selected according to the procedures and policy memorandums of the Federal Government. We have long since passed the stage where any private consultant could be employed under their procedures to do this form of work and, for that reason, I am sure your own landscaping section will have to be used. If, on the other hand, you could find a way to employ Mr. Perron within a time frame not to delay the project and his employment would be eligible for compensation under the existing funding formula, then I certainly would have no objection to such an appointment. The Section goes on to state that any work performed by others in reducing the conceptual plan to a final plan must be reviewed by Mr. Perron and his concurrence obtained.

Section 3, found on Page 6, deals with the good faith of our respective organizations. I am totally convinced that your organization and ours will be doing whatever is possible to see that the desires of the Court, the City Council of Lake Oswego and, more importantly, the people themselves, are carried out. It is, indeed, disheartening to know that our Plaintiffs still have some reservations as to our desire to build an aesthetically pleasing and environmentally sound facility. Be that as it may, I will again reiterate that no trees in the median will be cut which might be incorporated into the final landscaping plan. I would request that you mark those trees which, you feel, cannot be saved or incorporated into the final plan and seek Mr. Perron's concurrence with your findings.

> You will note that this same paragraph labels me as a Special Master of the Court for the purpose of ensuring the implementation of Mr. Perron's conceptual plan. I accept this responsibility without reservations, as I know your goal is the same as mine and that is to show everyone we are capable of working with others in building a totally acceptable facility. I hereby appoint you as my representative in working out all details with Mr. Perron and seeing that the contractor complies with the intent of the Final Judgment and Order. I only need to be contacted if you feel a disputemight arise in your dealings with others (including individuals in your own organization).

It appears that we may have crossed the last hurdle in seeing that Kruse Way becomes a reality. In retrospect, the journey has not been easy and at times, extremely frustrating. Without your help and that of others within the organization of the Highway Department, Kruse Way would have been shelved and collecting dust for years to come. I personally want to thank you for standing by us at all times and affording the support and encouragement we needed in seeing the project through all of these stages. Of course, there were others who played a viable part in this accomplishment such as Rep. Roger Martin, the City Council and staff of Lake Oswego, our Congressmen, Federal Highway officials, some individuals of the DEQ staff and Environmental Quality Commission and, naturally, our own Board of County Commissioners, all of whom deserve our praise.

I feel my job is almost complete and the meaningful part of yours is just beginning and that is the construction of Kruse Way. Let's get it done as soon as possible and let me know when we can have a "ribbon cutting" ceremony.

JOHN C. McINTYRE - Director of Public Works

/mak

Attachments

cc: Board of County Commissioners
Donald Eppley - Lake Oswego, City Manager
Marlin DeHaas - Public Works Director, Lake Oswego
James Cox - City Attorney, Lake Oswego
Richard Crist - Deputy District Attorney
Jack Sollis - Assistant Attorney General
Rep. Roger Martin - District 24

8261 9-10-75

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLACKAMAS

WEST CLACKAMAS COUNTY LEAGUE OF WOMEN VOTERS, OREGON ENVIRONMENTAL COUNCIL, NORTHWEST ENVIRONMENTAL DEFENSE CENTER, JOYCE COHEN, ELLEN CORE, MATT FINNIGAN, PAUL LYONS, MARCIE KIRSCHBAUM, MAURICE BAKER, WILLIAM COPELAND, NANCY TURNER, DON WAGGONER,

Plaintiffs,

v.

BOARD OF COUNTY COMMISSIONERS OF CLACKAMAS COUNTY, STAN SKOKO, THOMAS D. TELFORD, ROBERT SCHUMACHER, CLACKAMAS COUNTY PUBLIC WORKS DEPARTMENT, JOHN MC INTYRE, and THE CITY COUNCIL OF THE CITY OF LAKE OSWEGO, Intervenors,

Defendants.

Civil Nos. 92114 & 92

STIPULATION FOR DISMI
FINAL JUDGMENT AND OR

This cause is and has been before this Court upon petitions by plaintiffs for writ of review and declaratory judgment alleging that a proposed county road known as Kruse Way (FAS 943) is in violation of the August 7, 1974 Clackamas County Comprehensive Plan. Defendants are the Board of County Commissioners and its members, and the Public Works Department of Clackamas County and its Director. The City Council of the City of Lake Oswego has, pursuant to ORS 13.130, duly sought and has been granted leave to intervene as party defendant. All parties have consented and agreed to be bound by the Stipulations and Orders set forth in this Judgment.

After extensive discussions among plaintiffs, defendants, and intervenors, all parties have concluded that their respective interests in Kruse Way and those of the public, and their respective rights and responsibilities under local, county, state, and federal laws and regulations can and will in good faith be enforced and discharged without the necessity of further state or federal litigation, or the time, energy, delay, and public inconvenience such further litigation would entail.

NOW, THEREFORE, all parties hereby STIPULATE:

1. It is in the public interest that a four-lane road and an appurtenant bicycle path should be constructed at the earliest practicable time over a right of way which has been condemned or acquired by defendants for FAS 943;

2. That the landscaping and design for that road should provide an aesthetic highway;

3. That the design of that highway shall conform to the following requirements:

(a) The road shall contain two twelve-foot lanes for vehicular travel in each direction (a total of four lanes);

(b) That the eastbound and westbound lanes shall be separated by a median strip;

(c) That the sides of the traveling lanes and the median strip shall have curbs and not shoulders;

JAC. F.J. KHC F.J. JAC. KHC F.J. JAC.

(d) That the designated speed ~~limit~~ for the road ~~shall~~ should not exceed thirty-five (35) or forty (40) miles per hour, and that further design and safety requirements shall take this factor into account;

(e) Detailed engineering, landscape, tree-cutting/ preservation, and design plans and specifications to be prepared which shall conform to a Design and Landscape Concept for the road which has ~~shall have~~ been approved by the City Council of the City of Lake Oswego following a hearing held on September 9, 1975 ~~or hearings at which defendants, state highway officials, and all members of the public shall have been provided the right to participate, to testify and to rebut evidence. The term "design," as used in this Judgment, includes but is not limited to the design and location of lighting, signing, graphics, traffic signalization equipment.~~

4. That defendants and intervenors shall actively and in good faith support and testify to the State Speed Control Board that the designated speed ~~limit~~ for FAS 943 should not exceed 35 to 40 miles per hour.

5. That ~~the Board of County Commissioners and~~ the City Council of Lake Oswego shall ~~jointly~~ apply to the Portland Metropolitan Area Boundary Commission in favor of annexation of the entire right of way of FAS 943 to the City of Lake Oswego, and that all parties to this proceeding shall actively and in good faith support and shall testify in favor of annexation. Upon annexation of the right of way, the City of Lake Oswego shall request jurisdiction of. assume ownership of, responsibility for, and control of the right of way, including control of access to and from the highway (see Exhibit "A" attached to this Judgment).

6. That the Board of County Commissioners and the Clackamas County Planning Commission shall in good faith and in the manner prescribed by law and by applicable county

regulations, consider and institute proceedings on two proposals to amend the Clackamas County Comprehensive Plan (see Exhibit "B" attached):

(a) To amend the plan to create a "special area" classification for those county lands having peculiar or special local or regional significance or sensitivity. Lands affected by the FAS 943 right of way, with the advice and consultation of the Planning Commission and City Council of Lake Oswego, shall be identified and considered for a "Bonita Meadows" special area. The county shall conduct hearings and consider a proposal to treat all comprehensive plan amendments within special areas as "judicial" plan amendments within the meaning of Fasano v. Board of County Commissioners, 264 Or. 574, 507 P.2d 23 (1973).

(b) To amend the paragraph describing "Country Club Way" at p. VII-8 of the plan so that said paragraph unambiguously sets forth the intention of the county not to expand, enlarge, or upgrade Country Club Road beyond its present design or capacity.

The Board of County Commissioners shall conduct public hearings upon these proposals and shall render a final decision upon them at the earliest practicable time, but not later than January 15, 1976. ~~December 25, 1975.~~ Intervenor shall appear and testify as a proponent at all public hearings held on these proposals.

7. All parties to this lawsuit shall actively and affirmatively ensure that the provisions of this Judgment are carried

out and defend this Judgment from direct or collateral attack by any third person.

* * *

Upon consideration of the foregoing stipulations of the parties, it is the ORDER of this Court that:

1. All parties to this lawsuit, their officers, members, employees, representatives, attorneys, agents, and all those acting in concert or participation with them, be and they are hereby directed and enjoined to:

(a) Cause the dismissal with prejudice of all pending lawsuits and appeals from lawsuits challenging the legal authority of the city, county, state, or federal government to construct, fund, or otherwise to assist in the construction of a county road known as Kruse Way or FAS 943;

(b) Refrain from instituting, in any state or federal court, any litigation relating directly or indirectly to FAS 943, except further proceedings in this Court to enforce the Stipulations and Orders contained herein.

2. ~~Upon the approval by the Lake Oswego City Council of a~~ The Design and Landscape Concept, as approved by the City Council, pursuant to Stipulation 3(o) above, ~~that Concept~~ shall be reduced to detailed ~~engineering,~~ landscape, tree-cutting/preservation, and design plans and specifications by the County defendants, their agents, employees, representatives, or those acting in participation with them. Mr. Robert P. Perron (Perron Partnership, P.C., Landscape Architects), if not retained to prepare those detailed plans

and specifications by the county or state, shall, as a representative of this Court ~~and at the expense of the county or state,~~ review those detailed plans to ensure that they conform to the Design and Landscape Concept approved by the City Council. If Mr. Perron determines they do not, he shall recommend necessary modifications to the appropriate county or state officials. If the dispute cannot be reconciled informally, Mr. Perron shall advise this Court, through counsel for plaintiffs, of the existence of a controversy, and this Court shall resolve it.

3. The construction of FAS 943 and appurtenant bicycle path shall conform to the detailed ~~engineering,~~ landscape, tree-cutting/preservation, and design plans and specifications referred to in the preceding paragraph 2. Defendants, their agents, representatives, employees, attorneys, and all those acting in concert or participation with them shall in good faith ensure that pending the preparation and final governmental approval of such detailed ~~engineering,~~ landscape, tree-cutting/preservation, design plans and specifications, no action shall be taken, by means of physical construction or otherwise, which might tend to frustrate implementation of those final detailed plans and specifications. Defendant John McIntyre shall supervise all construction performed hereunder to ensure that the aforementioned detailed plans and specifications, when completed, are complied with. Defendant John McIntyre and Mr. Robert P. Perron shall serve as Special Masters of this

Court for the purpose of ensuring that any construction performed pending final preparation and approval of the above-described detailed plans and specifications shall not impair, frustrate, or tend to interfere with or frustrate ultimate implementation of those detailed plans and specifications, when completed. If either Mr. McIntyre or Mr. Perron determines that implementation of the above-described detailed plans and specifications might be impaired, undermined, interfered with or frustrated by any construction activities undertaken prior to or after completion of the preparation and approval of the final detailed plans and specifications referred to herein, he shall immediately notify the other, and if they are unable to resolve the difficulty between themselves, either or both shall submit the controversy to this Court for resolution.

4. Subject to the limitations and qualifications set forth in the immediately preceding paragraphs, physical construction of FAS 943 may proceed immediately.

5. Plaintiffs are hereby directed and enjoined voluntarily to dismiss Case No. 92681, to dismiss their appeal in Case No. 92114, and Case No. 92681 is, except as specified in Order No. 7 of this Court, below, hereby dismissed with prejudice, all parties to bear their own costs, attorneys' fees, and other expenses. Plaintiffs, their officers, agents, members, representatives, and all those acting in concert or participation with them are further enjoined from instituting any further judicial proceeding whatsoever, other than one to

enforce this Judgment, in connection with county road FAS 943.

6. The Stipulations and Orders contained in this Judgment, and all terms thereof, are hereby declared to be distinct, independent, and severable. If any clause, phrase, paragraph, term, condition, or other provision of any Stipulation or Order is adjudicated unlawful, invalid, void, or of no legal effect, then that adjudication shall not affect the lawfulness, validity, enforceability or legal effect of any other clause, phrase, paragraph, term, condition, or other provision of any other Stipulation or Order contained herein.

7. This Court shall retain continuing jurisdiction over this controversy for the purpose of ensuring that the Stipulations and Orders contained in this Judgment are fully and in good faith implemented and carried out.

Approved and consented to by:

Frank Josselson
Frank Josselson
4232 SW Cobb Way
Lake Oswego, Oregon 97034
636-8876

Joel D. Kuntz
Joel D. Kuntz
1285 Hide-A-Way Lane
Lake Oswego, Oregon 97034
636-2673
Attorneys for Plaintiffs

Roger Rook
Clackamas County District Attorney
207 Clackamas County Courthouse
Oregon City, Oregon 97045
655-3311

By
Richard F. Crist
Attorney for Defendants

James A. Cox
City Attorney
City of Lake Oswego
415 N State Street
Lake Oswego, Oregon 97034
635-3546
Attorney for Intervenor

DATED this 10th day of September, 1975.

/s/ Patrick D Gilroy
Honorable ~~Winston Bradshaw~~ Patrick D. Gil
Circuit Judge

Prepared by:
FRANK JOSSELSON

82.61

8261

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FOR

REFER TO

SEP 8 '75

RECEIVED
STATE HWY ENGR

CON 5

Region 1 - Milwaukie
September 4, 1975

D. R. ADAMS
Regional Construction Engineer

Landscaping
Kruse Way Project

MEMO TO THE FILE

NOTED
E. S. HUNTER
Klaboe for info
by Schroeder
9-9-75

On September 3 I met with various officials from the City of Lake Oswego, Clackamas County and the Plaintiffs in the case against Kruse Way, represented by Frank Josselson and Bob Perrin. Mr. Perrin is a landscape architect who has agreed to help the Plaintiffs assure they get the type landscaping they desire in this project.

At the meeting Mr. Perrin presented his concept to the landscaping on Kruse Way. The concept is very interesting and I am sure will be eye appealing. However, there were three problems identified. 1. The planting of trees in the median which Wally Bryant of FHWA, also present, objected to. 2. There is a maintenance problem developed by the extensive landscaping and all of the leaves that would fall from the proposed deciduous trees. 3. The cost of the project, according to Mr. Perrin's estimates, were $211,000.

The positions of the various parties are as follows: The County wants the project to move and is willing to go along with the landscape plan as developed by Mr. Perrin and as desired by the City of Lake Oswego. The City staff represented by Don Epley, Marlin DeHaas and their Parks Supervisor, were a little taken aback by the extent of the landscaping and the estimated annual cost of maintenance at $20,000 to $25,000. The Federal Highway Administration points out the inherent hazard of planting trees in the median and the fact that Congress has practically mandated more safe highways which would preclude the planting of these trees. I stated our position as agreeing that the trees in the median pose a distinct safety hazard and we could not really recommend planting of the trees, but I did not say we would not allow planting the trees in the median. I indicated that the $211,000 cost was completely out of sight from the original cost we had started talking about for landscaping.

After our discussion the concept was presented to the Lake Oswego Planning Commission, open for general discussion, at which time the difficulties were pointed out, the safety hazards were identified and the general idea of the landscaping was discussed. The Planning Commission voted favoring the landscape concept.

CC: E S Hunter
C T Keasey
H S Coulter

NOTED
F. B. KLABOE

At this point Bob Perrin and I are scheduled for a meeting on Friday, September 5 to attempt to arrive at compromise landscape plan that is more reasonable in cost but basically follows along the concept. He proposes, if we can agree and the Federal Highway Administration will go along, we should have a viable plan to present to the City Council either Tuesday or Wednesday the 9th or 10th of September. If the City Council agrees to this conceptual plan, it is my understanding they will approve it and they will approve the permit for the tree cutting and these two actions will satisfy the County Court and will satisfy the Planning Commission conditions on the tree cutting permit. After their action, the contractor will be able to go to work on the entire project. If the concept is hung up or if approvals are not available we may be able to reach an agreement with the Plaintiffs to allow cutting of certain trees in a critical area which would permit the contractor to move across the job on the project right of way and do some of the basic excavation and fill work required by the contract.

We attempted to get the project open on the ~~later~~ latter basis so the contractor could begin work today or tomorrow, but due to the legal steps that would be required we could not receive that approval.

DRA/b

8494

fas 943
Clack Co

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 17, 1975

Mr. Winston Kurth
County Engineer
Clackamas County
902 Abernethy Road
Oregon City, Oregon 97045

Dear Mr. Kurth:

Re: Landscaping
FAS 943 (Kruse Way)

The curbed median with planting area on Kruse Way was included in the project at the request of the local government and is not current Highway Division design policy. Curbed medians are costly to maintain, difficult to keep clean and does not improve the safety characteristics of the roadway.

The Tamarix Junipers included in the contract, were chosen for the median area planting because they are evergreen, do not require irrigation, are low growing so will not impair sight distances and require minimal maintenance. The cost of this work based on contract prices and estimated quantities is $17,000.

Funds were also provided in the project authorization for the planting of trees and shrubs on this project. All of the trees: maples, linden, ginkgo, tulip, mountain ash and most of the shrubs: brooms, juniper, mugho pines and Oregon grape suggested for this project do not require irrigation to be grown successfully. The rhododendrons and annual planting beds would require additional water.

The suggested alternate landscaping plan as outlined by Mr. De Haas will be developed by the Highway Division Landscape Sections. The City and County will be consulted on plant selection and location before the landscape plans are completed.

Our Landscape Unit has estimated that the irrigation system as proposed for Kruse Way would cost $65,000. If this could be funded on the same basis as the rest of the project, the local match share would be approximately $7,000, State share $7,000 and Federal funds of $50,000.

RECEIVED
COUNTY & CITY SECTION
JUL 17 1975
☑ ENGR. ☐ COOR. ☑ GE ☒ AE ■ UE
☑ UPE ☒ CE ☒ RE ☒ RPE ☐

Form 81-734-3122

However, there are no additional 1972 FAS funds available for this project. The 1973 Highway Act very specifically excludes the use of FAS funds in urban areas. Additional funding is not available for the proposed irrigation system on Kruse Way.

I hope this information is helpful in resolving the landscaping questions on Kruse Way. If we can be of further assistance please feel free to contact Mr. Ed Hardt our Region Engineer in Milwaukie at 653-3093 or this office.

Very truly yours,

J. H. Versteeg
Road Design Engineer

JHV:we
cc: Edward L. Hardt
Roy E. Olson
Don Harwell

8494

Versteeg
A. Olson
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Scott
Swenson
R. Olson
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RECEIVED
JUL 16 1975
ROAD
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OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 16, 1975

SUBJECT: SW 72nd Ave - SW Boones Ferry Rd Sec

To: J.H. Versteeg
DESIGN ENGINEER

A review of the subject project has been made and it is recommended that the planting be done without irrigation because of the following:

The landscape plan included in the contract consists of Tamarix Junipers as a ground cover. Tree planting is covered by an anticipated item in the contract. Any one of the trees mentioned in Mr. DeHaas' letter could be used. The selection can be made later.

The Tamarix Junipers were chosen because they are evergreen, will survive without irrigation, and most important, are low growing so as not to impair sight distance. After the junipers have grown enough to cover the ground the amount of maintenance required is minimal.

The viewing time for the motorist will be about two minutes or less at speeds of 30 to 40 miles-per-hour so details in the planting will not be too noticeable.

The following is the list of shrubs mentioned in Mr. DeHaas' letter and observations made of those growing around the Portland area.

Azalea-Exbury Azaleas - Many plants growing successfully without irrigation.

Rhododendrons - Require irrigation

Junipers - Do not require irrigation

Oregon Grape - Many thousands growing without irrigation

Mugho Pines - Do not require irrigation

Brooms - Many plants growing well without irrigation

An irrigation system in a narrow median is very expensive because of the long runs of large pipe required. For example the requirement for 3-inch pipe alone is about 6,400 linear feet, at a cost of approximately $30,000.

Roy Olson

Roy E. Olson
LANDSCAPE ENGINEER

REO:bw

SW 72 AVE. INTCHGE.-S.W. BOONES FERRY RD. SEC. BEAVERTON-TIGARD & PACIFIC HIGHWAYS, FAS 943 WASHINGTON & CLACKAMAS COUNTIES				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

SCALE IN FEET

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PLANTING PLAN

SHRUB SYMBOLS

•—RHODODENDRON

•—KRUME AZALEA

ANTS DESIGNATED

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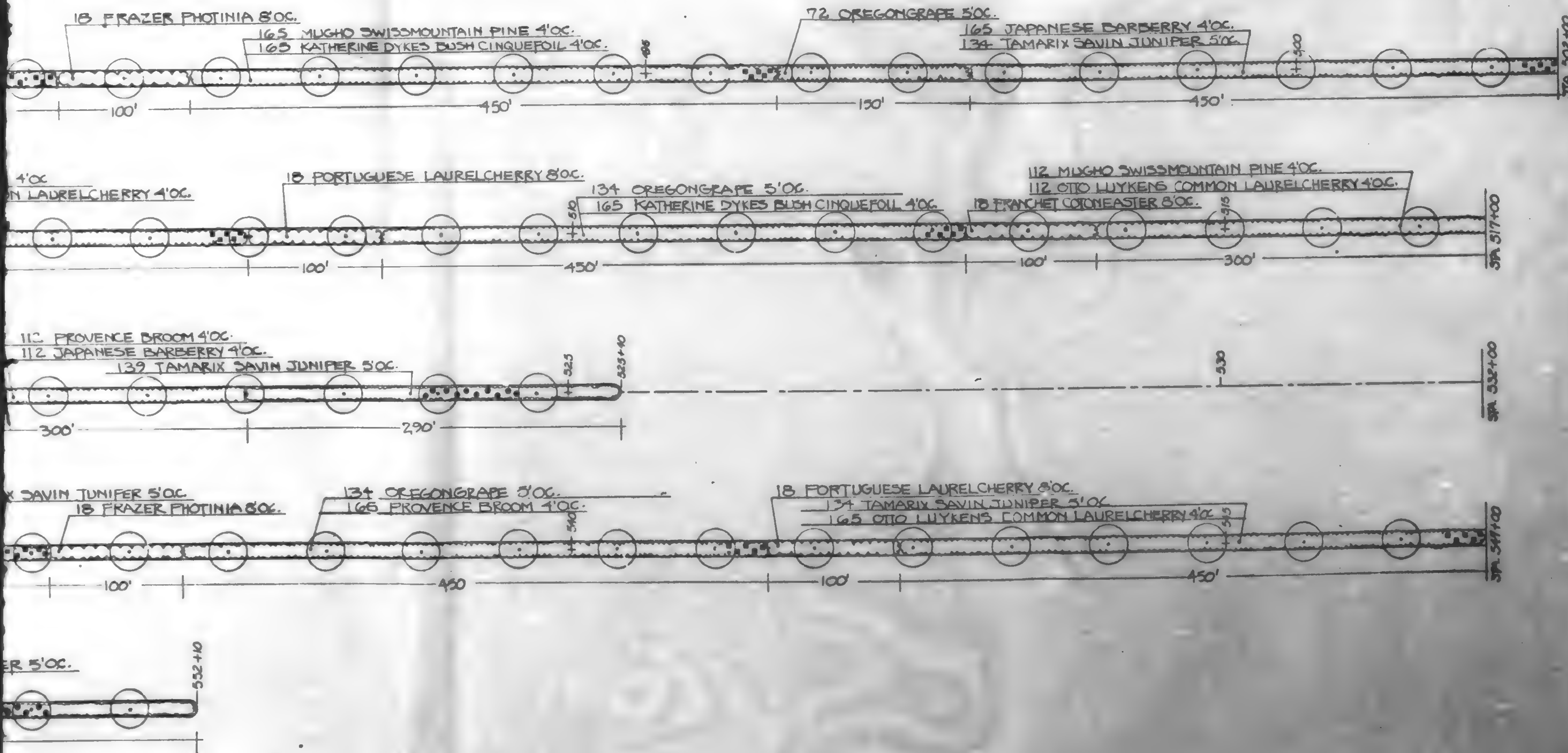
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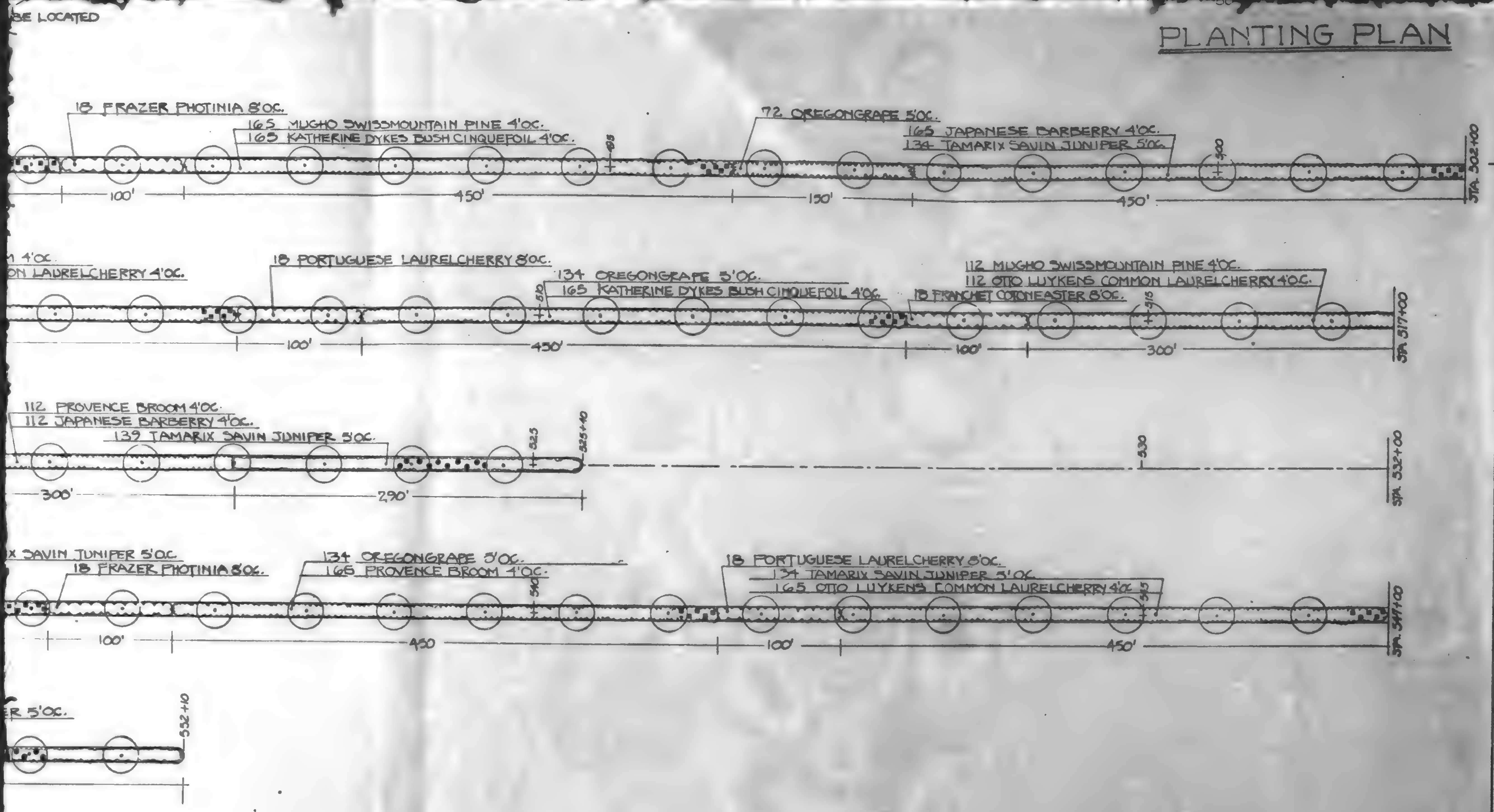
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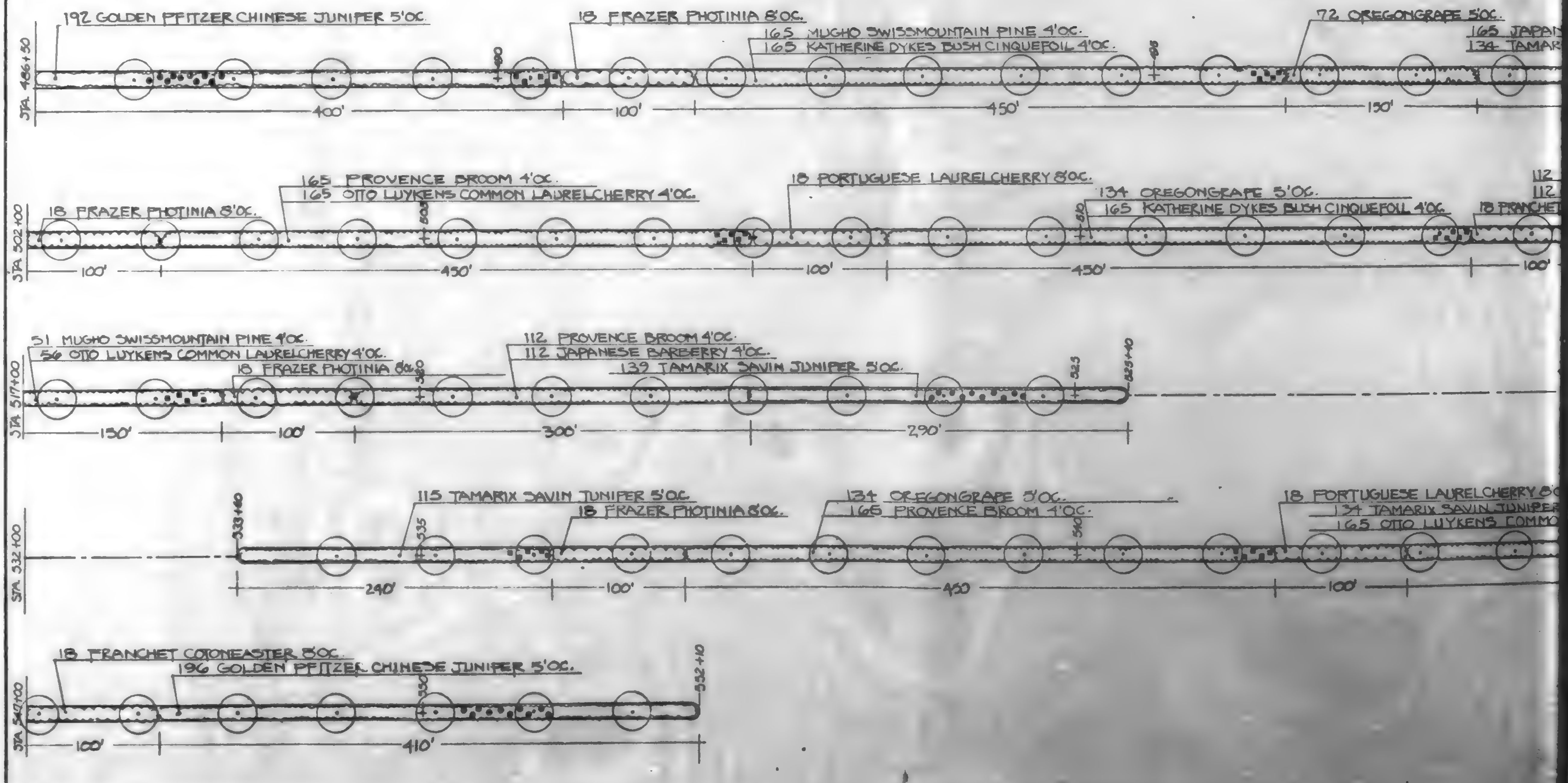
TREE SYMBOL

75 SCANLON RED MAPLE 75'O.C.

SHRUB SYMBOLS

- RHODODENDRON
- KRUME AZALEA

NOTE:
- INTER PLANT PLANT COMBINATIONS WHERE SHOWN.
- ADJUST PLANT SPACING TO ACCOMODATE ALL PLANTS DESIGNATED FOR EACH AREA.
- RHODODENDRONS AND KRUME AZALEAS TO BE LOCATED IN FIELD BY THE LANDSCAPE ENGINEER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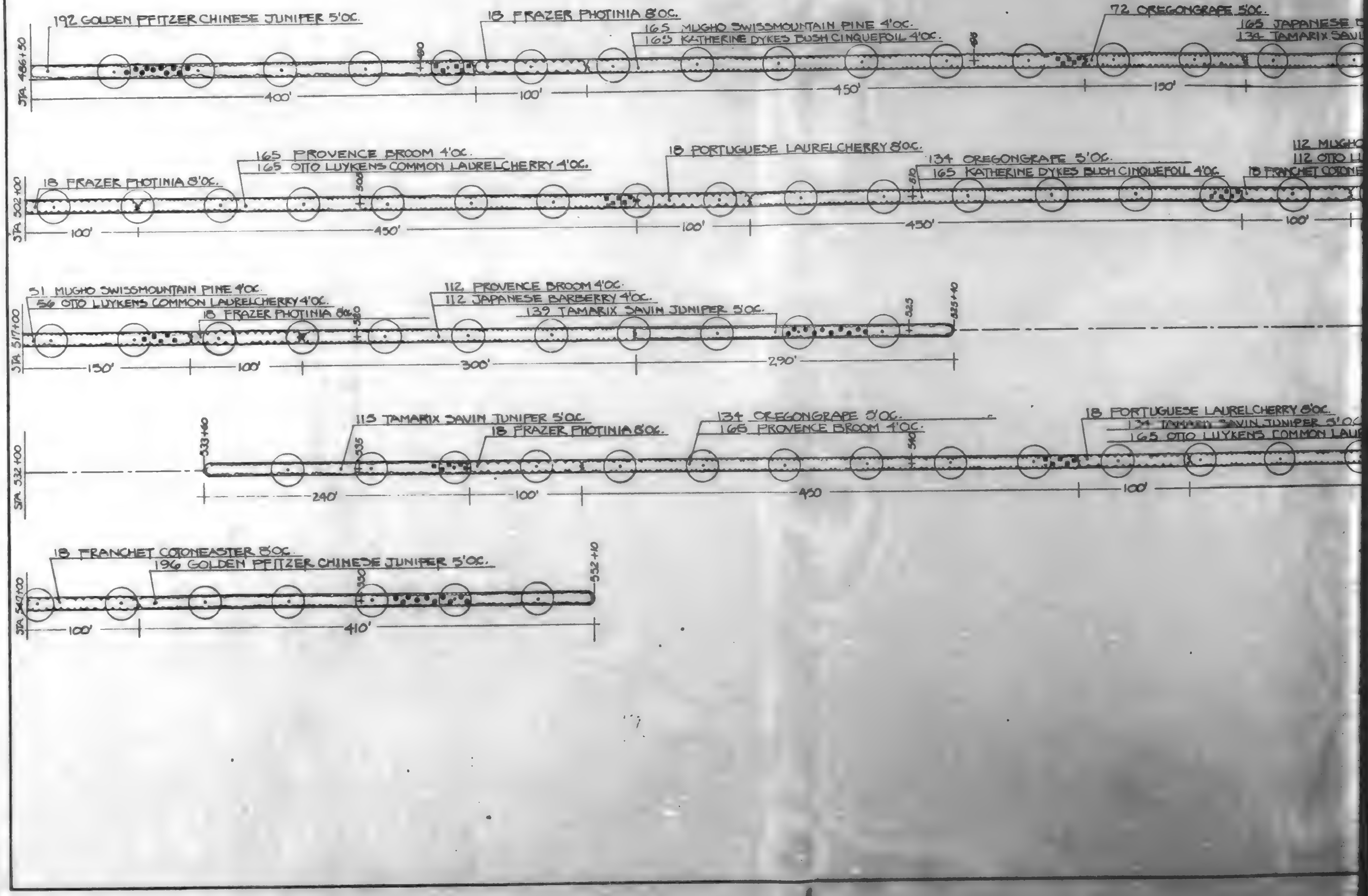
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OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 14, 1975

Mr. Winston Kurth
Assistant Public Works Director
Clackamas County Courthouse
Oregon City, Oregon 97045

Dear Mr. Kurth:

913-5

Re: Landscape Plan
72nd Avenue-Lower Boones Ferry Road
FAS 943 (Kruse Way)
Washington County

As a follow up to our July 3 letter in regard to the median treatment on Kruse Way I wish to comment that the curbed median with planting area was provided at the request of the local jurisdictions and is not current Highway Division policy.

We have found these to be expensive to maintain, almost impossible to keep clean and pleasing in appearance, not conducive to added safety and in general not in the public interest. To provide a higher type landscape treatment which would require an irrigation system would increase the above.

At this time funds for maintenance are critical and costs for this type of work are increasing, regardless of which jurisdiction is responsible after construction. We are reviewing all such projects on our future schedule with an eye to reducing both initial cost and future maintenance.

It would be our recommendation that no increase in landscape scope should be considered on this project.

Very truly yours,

J H Versteeg
J. H. Versteeg
Road Design Engineer

ADO:we
cc: Edward L. Hardt
Robert L. Schroeder

RECEIVED
JUL 15 1975
Office [illegible]

Form 81-734-3122

ROBERT W. STRAUB
XXXXXXXXXX

July 3, 1975

Mr. Winston Kurth
Assistant Public Works Director
Clackamas County Courthouse
Oregon City, Oregon 97045

Dear Mr. Kurth:

Re: Irrigation System
72nd Ave.-Lower Boones Ferry Rd.
FAS 943
Washington & Clackamas Cos.

In reply to an inquiry from the City of Oswego concerning the choice of irrigation systems to be provided for the subject project please be advised that no system had been provided because the type of landscaping included in the contract does not require one.

If a different type of landscaping is eventually decided on that does require an irrigation system, it is estimated to cost approximately $65.00.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Frank E. Terpin
Final Design Engineer

FET:jh
cc: E. L. Hardt
Don Harvell

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

June 4, 1975

Mr. Robert Schroeder
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

With a portion of Kruse Way located in the City of Lake Oswego, Clackamas County has attempted to construct a facility that met with the approval of the City. Clackamas County has previously acknowledged to the City that a landscaped median would be an item in the Kruse Way Road project.

The Landscape Division of the Oregon State Highway Department submitted a tentative proposal to the County and City for their comment and review.

I am enclosing a copy of comments received from the City and as the sponsoring agency for this project request that consideration be given to their proposal.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/rn

Encl.

RECEIVED
JUN 6 1975
Office of
Assistant State Highway Engineer

CITY OF LAKE OSWEGO

May 29, 1975

Mr. Winston Kurth
County Engineer
Clackamas County
902 Abernethy Road
Oregon City, Oregon 97045

Dear Mr. Kurth:

The Lake Oswego Council in study session has reviewed a variety of landscaping possibilities for the Kruse Way median strip and has arrived at a general plan which they would request you forward to the Oregon State Highway Division for implementation. The general suggested plan would include trees as follows:

Red Maple
Little Leaf Linden
Ginkgo
Tulip Tree
Mountain Ash

Shrubs should be selected from the following list:

Azalea
Rhododendron
Various Junipers
Oregon Grape
Mugho Pines
Brooms

The spacing and intermixing of these landscaping components should be as designated by the Highway Division landscaping people.

It seems to be rather apparent that an automatic irrigation system is mandatory for this type of landscaping. The irrigation system would maintain the landscaping in a fresh, clean appearance in heavy traffic situations, is required to wash dust and pollutants from shrubbery leaves and helps keep dust levels in the area down. In addition, it will significantly reduce the possibility of fire in the median. The irrigation system will allow the same species growing in the irrigated areas to grow at well over twice the rate of trees without irrigation. Trees with irrigation are much healthier and show

348 NORTH STATE STREET / POST OFFICE BOX 369 / LAKE OSWEGO, OREGON 97034 / (503) 636-3601

it. Disease rate among non-irrigated trees is much higher than among those with irrigation.

Efforts to irrigate with tanker trucks in this situation would be economically prohibitive and extremely dangerous from a traffic safety standpoint. This system will also make it possible for plantings of annual beds in this area, which plantings are common and appropriate for a major city entrance. Obviously, it would be extremely difficult to maintain any moisture content without irrigation, as the roadbed is designed to carry water away as quickly as possible and the median strip is located in a big heat reflector.

While Council is quite adamant that the above type landscaping be installed, along with the irrigation system, we are aware that such plans need to be approved by the Federal Highway Administration. If all efforts to get such approval form the FHA are not successful, we would suggest an alternate landscaping plan which would include the same trees as scheduled above, with shrubs being a mixture of various juniper, Mugho Pines and Brooms, the mixture and spacing to be as designated by the Highway Division landscaping people.

Very truly yours,

Marlin DeHaas

MARLIN J. DE HAAS, P.E.
Director of Public Works

md
cc: Donald B. Eppley, City Manager
Glenn Holzemer, Parks Director
FAS 943 File

8495 Millard Rd.-Scappoose/ 1977
Vernonia Rd. Sec. of Col. R. Hwy.
(Paving)

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-628

cc: State (H. S. Coulter[redacted]
Washington, D. C. (HHO-32)

U.S. D[redacted]MENT OF TRANSPORTATION
FE HIGHWAY ADMINISTRATION

STATE COPY

FINAL ACCEPTANCE REPORT

10-16-78

REGION NO. 10	REPORT NO. 2	COUNTY Columbia	DIVISION Oregon
DATE OF REPORT 10-13-78	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. HHS-1(1)
COMPLETION DATE 8-19-77	ACCEPTANCE DATE BY CONTRACT AGENCY 1-19-78	TIME ELAPSED 99 %	CONTRACT TIME 90 calendar days
APPROVED EXTENSIONS None	LOCATION Intersections of Millard Rd. and Scappoose-Vernonia Rd. with Columbia River Hwy.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MILLARD RD.-SCAPPOOSE/VERNONIA RD.
COLUMBIA RIVER HIGHWAY
Paving

This project provided for the widening of the existing Columbia River Highway to provide a left-turn refuge lane at Millard Road and the Scappoose-Vernonia Road. A contract in the amount of $45,760.75 was awarded to Columbia West Materials and Constructors, Inc. on March 29, 1977. The work, which consisted of grading, drainage, A.C. pavement, and pavement markings, began July 12, 1977 and was completed in reasonably close conformance with the approved plans and specifications on August 19, 1977 at a final cost of $43,808.34 as compared to the authorized amount of $53,541.06. A total of 88 calendar days were used as compared to the 90 calendar days specified.

ST ENGR
OCT 20 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

COPY SENT
OCT 18 1978
Washington

10/20
cy Keasey

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE 10-16-78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8495

C

January 24, 1978

Fidelity & Deposit Company of Maryland
Suite 1000, Lloyd 500 Building
500 N.E. Multnomah
Portland, OR 97232

Gentlemen:

On January 20, 1978, we wrote to you concerning release of final payment on Contract No. 8495 awarded to Columbia West Materials and Constructors, Inc., for paving on the Millard Road-Scappoose/Vernonia Road Section of the Columbia River Highway in Columbia County.

Final payment on this contract is $1,733.43 and the total contract amount is $35,058.06. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Columbia West Materials
and Constructors, Inc.
P. O. Box 10425
Portland, OR 97210

Fidelity & Deposit Co. of Maryland
Baltimore, Maryland

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

STATE OF OREGO

INTEROF CE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: January 18, 1978

FROM: RDChurch for
C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 8495, Work Completed 8-19-77

Project Millard Rd. - Scappoose/Vernonia Rd.

Highway Columbia River

County Columbia

Type of Work Paving

Contractor Columbia West-Matls.& Constructors, Inc.

Recommended Acceptance Date January 19, 1978

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:skw

cc: R. D. Church
Letter sent to surety on 1-20-78 by Karen.

RECEIVED
STATE HWY ENGR
JAN 19'78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 1-20-78

9475 10-27-77

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTR[illegible]ON

LETTER OF APPROVAL A[illegible]/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
[illegible]S-1(1)

STATE [illegible]JECT NO.
See Below

COUNTY NAME
Columbia

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO.
HHS-36 & 70560

TO:

F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED
3-2-77

DATE AUTHORIZATION EFFECTIVE
10-4-77

FEDERAL ROUTE NUMBER
Primary 1

STATE ROUTE NUMBER
Primary 2 W

GENERAL LOCATION:
"Millard Road - Scappoose/Vernonia Road"

GENERAL DESCRIPTION OF WORK:
Permanent Signing - furnish and install by State Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- XX CONSTRUCTION - PROCEED ON [illegible] [illegible] FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-12-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No 2 at a total estimated cost not to exceed $750 Federal Funds $675

Swan
11-1-77

DATE
10-27-77

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-767

8495 9

OREGO E HIGHWAY DIVISION

FIELD ENG Y'S WEEKLY REPORT

FOR CONF TION PROJECTS ONLY
CONSTRUC ND BRIDGE SECTION

	Millard Rd. - Scappoose/Vernonia Rd.	WEEK ENDING: August 19, 1977 SECTION PREFIX 5-1079
	HIGHWAY Columbia River	COUNTY Columbia
NAME OF JOB Millard Rd.-Sca ose-Vernonia Rd.	KIND OF WORK Paving	
CONTRACTOR Columbia West Materials & Construction	CONTRACT NUMBER 8495	FEDERAL AID PROJECT NUMBER HHS-1(1)
DATE OF CONTRACT March 29, 1977	DATE WORK STARTED July 12, 1977	ESTIMATED COMPLETION DATE July 29, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 3 SUPERVISION 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 90	WORK DAYS USED CALENDAR DAYS USED 89
PROJECT AUTHORIZATION $ 53,541.06	SPECIFIED COMPLETION DATE August 21, 1977	PERCENT OF TIME ELAPSED 99%
EXCLUSIVE OF ENGINEERING $ 48,864.98	ENGINEERING AUTHORIZATION $ 4,676.08	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99.9
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 34,099.16	ENGINEERING COST TO DATE $ 5,200.00	PERCENT OF ~~CONTRACT~~ COMPLETED BASED ON TOTAL AUTHORIZATION 69
ESTIMATED PERCENT: O~~XXXX~~ UNDERRUN 31 %	PERCENT OF AUTHORIZATION 111 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					1,365 ton
TAL QUANTITIES CORRECTED TO DATE					1,302 ton
MATED QUANTITIES MOVED OR PLACED TO DATE					1,302 ton
E DAILY QUANTITIES NECESSARY TO PLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	THER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14		1		
	Hot	1		
16	Hot	1		
NESDAY 17	Hot	1		
URSDAY 18	Warm, Overcast	1		
FRIDAY 19	Warm, Overcast	1		
SATURDAY 20	Warm, Overcast	1		

Routing
Kessey K
Jackmond
Johnsen
RECEIVED
AUG 22 1977
CONSTRUCTION
SECTION
Richards
Glenn
Berg
Church
Gebauer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 14	No Activity
MONDAY 15	Placed 540 ft of concrete extruded curb at Millard Rd.
TUESDAY 16	No Activity
WEDNESDAY 17	No Activity
THURSDAY 18	No Activity
FRIDAY 19	No Activity
SATURDAY 20	No Activity

REMARKS

The removal of the temporary signs are the only thing that has to be done to complete this project. This can not happen until the striping is done on Monday, August 22, 1977.

SIGNED Paul R. Barnhart LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8445 STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	orm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-102 + 5-10 3		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 5-16-77	County Columbia
MODIFICATION NUMBER		Project Number HHS-1(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 21, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,000	$ 58,484
Federal funds	$ 3,600	$ 52,635
Other revisions		

This modification is made for the following reasons:

To include contract work

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of May, 1977.

Oregon State Highway Division
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By ______________

____
(Title)

By ______________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, MAY 6, 1977

FEDERAL AID PROJECT
NO. HHS-1(1)

MILLARD ROAD-SCAPPOOSE-VERNONIA ROAD SECTION (LOWER) COLUMBIA RIVER HIGHWAY COLUMBIA COUNTY

Revised Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required		$ 7,400.00

Type Code Y008
Channelization (Sta. 67+73 to Sta. 688+20) Sta. 980+00 to Sta. 985+00)

Mobilization	All Required		$ 3,000.00
Temporary Protection and Direction of Traffic	All Required		2,000.00
Temporary Signing	368 sq. ft.	7.00	2,576.00
Temporary Barricades	8 only	150.00	1,200.00
Flagmen	200 hour	14.00	2,800.00
Aggregate Shoulders	120 ton	12.50	1,500.00
Cement Treated Subgrade	1,530 sq. yd.	1.30	1,989.00
Cement for Treated Subgrade	54 ton	60.00	3,240.00
Class "E" Asphalt Concrete Mixture	735 ton	11.75	8,636.25
Class "C" Asphalt Concrete Mixture in Leveling & Base Course	630 ton	12.75	8,032.50
Asphalt Cement in Mixture	93 ton	75.00	6,975.00
Portland Cement or Lime Additive in Class "E" Mixture	7 ton	90.00	630.00
Extra for Ashpalt Approaches	13 only	200.00	2,600.00
Drainage Curbs	154 lin. ft.	3.00	462.00
			$45,640.75

Anticipated Items

Permanent Pavement Striping	All Required	$ 800.00
	Subtotal	$46,440.75
	Engineering	4,643.25
	TOTAL	$51,084.00

Length of Project . . . . 0.00 mile

Summary of Funds (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering (approx. 142)	$ 7,400.00	$ 6,660.00	$ 740.00
Channelization (approx. 145)	51,084.00	45,975.00	5,109.00
TOTAL	$58,484.00	$52,635.00	$5,849.00

Group 1 - 100%
Contract No. 8495
Prefix 5-1079
5-1920 P.E.

Millard Rd.-Scappoose-Vernonia Rd. Section
Nonparticipating - State Work

Furnishing Mailbox Posts (S.F.) (4)	All Required		$200.00
Setting Mailbox Posts	4 only	30.00	120.00

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-220	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-21-76	tate Oregon County Columbia Project No. HMS-27(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30, 2.9 mi. & 8.6 mi. No. of Mult. Co. Line

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING all phases	7-28-75	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 90%

ESTIMATED TOTAL COST OF PROJECT $ 4,000	FEDERAL FUNDS $ 3,600

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Assistant State Highway Engineer
(Title)

By ______________________
____
(Title)

By ______________________
____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
for: G. L. Green

Date executed by Division Administrator MAY 21 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon May 19, 1976

Federal Aid Project
No. HHS-27(10)

Millard Road & Scappoose-Vernonia Road Section

Columbia River Hwy. In Columbia County

Project Agreement Estimate.
Type Code P.E.

Preliminary Engineering	All Required	$4,000.00
	Total	$4,000.00

Length of Project - - - - - - - - - - - 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 4,000.00	$ 3,600.00	$ 400.00
Retain In Program Channelization (Contract)	27,000.00	24,300.00	2,700.00
TOTAL	$31,000.00	$27,900.00	$3,100.00

Prefix 5-1920 P.E.

8495 2W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
April 25, 1977

FILE:

FROM: L. E. George
Traffic Engineer

TO: W. J. Hart
Region 1 Engineer

SUBJECT: Lower Columbia River Highway
@ Scappoose-Vernonia Road

The Road Design Section has requested our assistance in developing an appropriate intersectional design on the Lower Columbia River Highway at the Scappoose-Vernonia Road to be incorporated into the Warren-Scappoose Project. A private Crown Zellerbach logging road crosses the highway in the vicinity of the Scappoose-Vernonia Road. The logging road is controlled by a manually controlled signal.

In order to develop the design, we must know if traffic signals will be required. Would you please obtain a manual traffic count and give us your recommendation as to whether or not signals are warranted at this intersection. We would also like your recommendation for an intersectional design.

L. E. George
Traffic Engineer

RDT:rw

cc: R. N. Bothman
J. H. Versteeg

1 Versteeg
2 Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 26 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8495

3-21-77

U. S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

F RAL AID PROJECT NO. See below

STATE PROJECT NO. N/A

COUNTY NAME N/A

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. HHS-16, 36 & 39

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 24 '77
REFER TO Rulien
FOR

Info	Invs	R/D	D/R	Sig	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-21-77

FEDERAL ROUTE NUMBER ---

STATE ROUTE NUMBER ---

GENERAL LOCATION: Millard Rd & Scappoose - Vernonia Rd

GENERAL DESCRIPTION OF WORK:

Program change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Program change.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 3-17-77 letter, I approve the requested program changes to revise appropriation Codes as follows:

Project No.		Appn. 142 Total Cost	Appn. 142 Federal Funds		Appn. 145 Total Cost	Appn. 145 Federal Funds
HHS-24(3)	PE	$16,000	$14,400	Const.	$119,193	$107,273
HHS-1(1)	PE	5,500	4,950	Const.	63,788	57,409
HHS-176(24)	PE	19,000	17,100	PE	21,000	18,900

DATE 3-21-77

SIGNATURE OF APPROVING OFFICIAL G K Hossner for

TITLE DivisionAdministrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8445

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-3-77.

HHS-1(1)

STATE PROJECT NO.
See below

COUNTY NAME
Columbia

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
HHS-36 & 70560

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 1 4 '77
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
3-2-77	3-2-77	Primary Primary 2W

GENERAL LOCATION:
"Millard Road and Scappoose - Vernonia Rd. Sect."

GENERAL DESCRIPTION OF WORK:
Grade, pave & channelization Code Y008 Miles 0.0

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Permanent pavement striping (S.F.)
$800

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's 2-28-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $63,788 Federal funds $57,409.

A signed title sheet is returned herewith.

DATE
3-2-77

SIGNATURE OF APPROVING OFFICIAL

TITLE
Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—

ASSISTANT DIRECTOR FOR OPERATIONS

8245

1-6-77

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDE AID PROJECT NO.: * HHS-1 (1)

STATE PROJECT NO.: See below

COUNTY NAME: Columbia

PROGRAM NO.:

ITEM NO.: HHS-36 & 70560

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 14 '77
Rulien
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 1-6-77

FEDERAL ROUTE NUMBER: Primary 1

STATE ROUTE NUMBER: Primary 2W

GENERAL LOCATION:
"Millard Rd. and Scappoose-Vernonia Road Section"

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 12-22-76 letter, I approve the program change to conform with system realignment.

Change project number to: "HHS-1(1)"
(Old Project HHS-27(10)

DATE: 1-6-77

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

TITLE: Division Administrator

FORM PR-1240
(REV. 6-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-691-[illegible]

8495 8CN

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 3, 1976

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Millard Road & Scappoose-Vernonia Rd. Sec.
Columbia River Highway
Columbia County
HHS-27(10)

Please modify the project agreement for the subject project to reflect the increase in channelization cost to $57,700.

After the original estimate for Millard Road was made, it was discovered that the base material under the shoulder areas would not support the anticipated heavy truck traffic. (See attached memo to file and base design.)

Very truly yours,

L. E. George
Traffic Engineer

RHB:rj
Attachments

cc: E. L. Hardt
J. H. Versteeg - Proceed with soil cement shoulder reconstruction design.

1 Versteeg ✓
Olson
2 Christensen Don
Scott
3 Swenson
Savage
Trout

RECEIVED
NOV 05 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Other

REFERRED TO
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Cole Semple
Eriksen ✓ Wersog
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

80N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 25, 1976

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Millard Road
Old Columbia River Highway
Columbia County

TO: MEMO TO THE FILES

In 1938 this section was rebuilt to 10' travel lanes and 10' aggregate shoulders. The existing 6-inch bituminous pavement was overlayed with 1-3/4-inches of asphalt wearing surface. An overlay project in 1962 added 2-inches of asphalt concrete. Therefore, the existing shoulders consist of 2-inches of asphalt concrete and 6-inches of stone base. The ADT is 9,600 with 950 trucks of which 405 are 5 axle rigs. The base design for the overlay of this project is 1-1/2-inches Class "E" mix. The CBE requirement for new work is 32-inches and the proposed base design is:

2-inches Asphalt Concrete (Future

1-1/2-inches Class "E" Mix

2-inches Class "B" or "C" Mix

12-inches Soil Cement

1 Versteeg ✓
3 Olson
2 Ch[illegible]sen
Scott
4 Swenson
Savage
Trout

RECEIVED
OCT 26 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up / /
Other

An alternate base design would be the same except substitute 18-inches of aggregate base for the 12-inches of soil cement. See attached prints of the proposed typical sections for each base design.

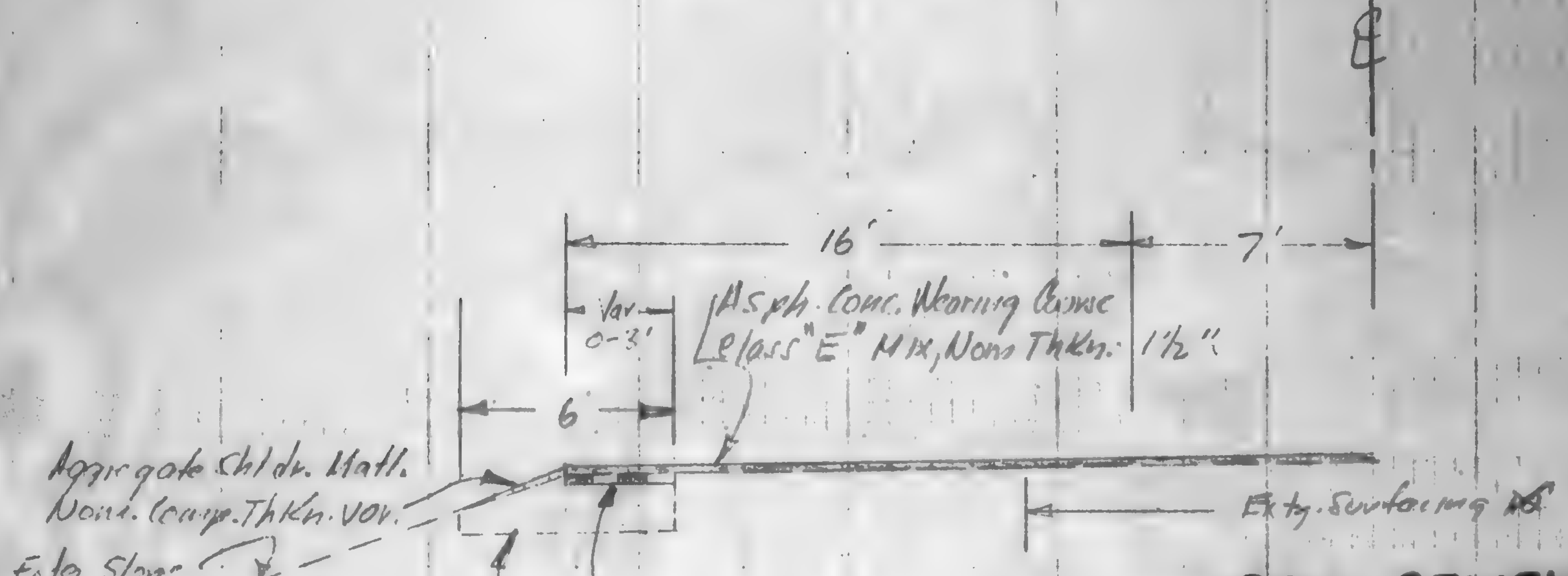
The original project as submitted, consisted of an overlay of 1-1/2-inches asphalt for a 40 foot width and new work on 3 feet left and right.

Estimated construction costs are:

	Soil Cement	Aggregate Base
Overlay with 3' widening	$35,500	$40,500
Overlay and Reconst. Shoulder Area	$50,700	$63,300

The treatment of the existing shoulders has been reviewed with Terry Flink and W. Geibel, Maintenance; C. Gregg, Base Design Engineer, and Marion Craft, Region Construction Engineer. All have agreed that due to the heavy truck traffic in this area, the existing shoulders, with only 1-1/2" Class "E" Mix added will not attain the required strength. Therefore, existing shoulders are to be reconstructed using the base design with the soil cement treatment.

LKW:az
Attachment
cc: Marion Craft C. G. Swenson


16'
7'
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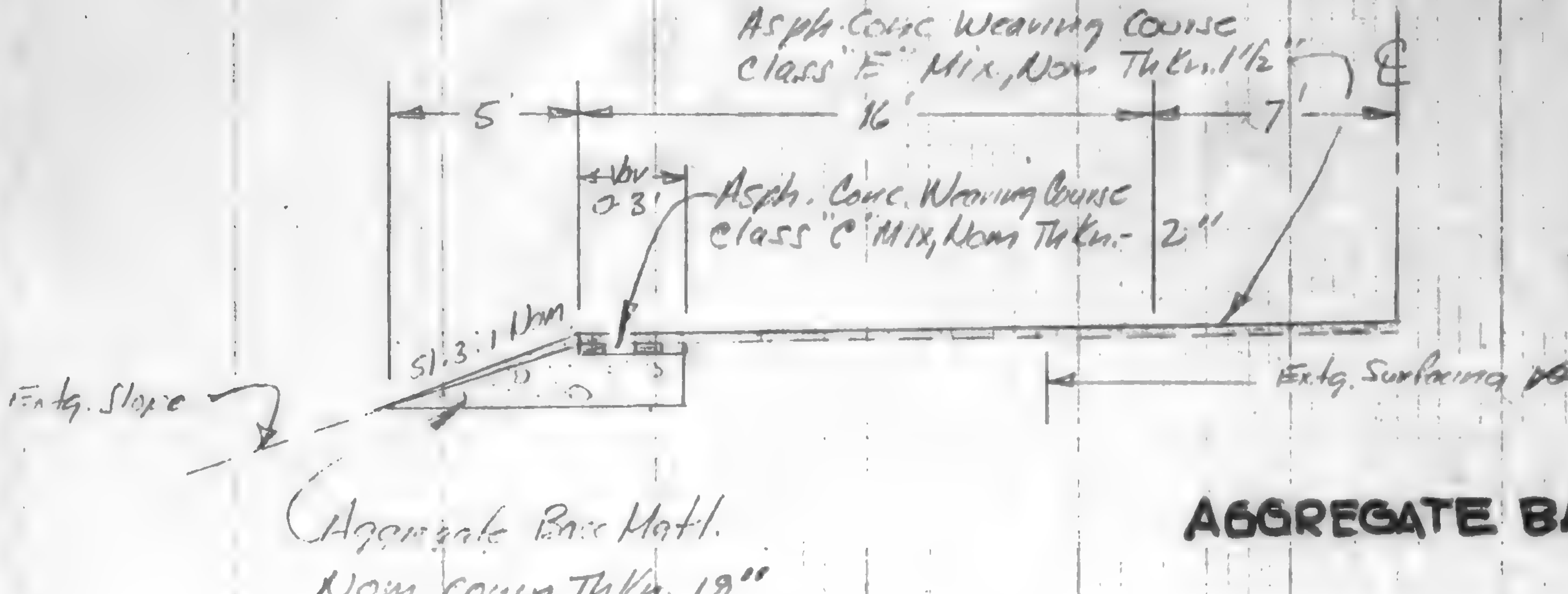
Var. 0-3'
Asph. Conc. Wearing Course Class "E" Mix, Nom. Thkn. 1½"
6'
Aggregate Shldr. Matl. Nom. Comp. Thkn. Var.
Extg. Surfacing
Extg. Slope
12" Soil Cement
Asph. Conc. Base Course Class "C" Mix, Nom. Thkn. - 2"

SOIL CEMENT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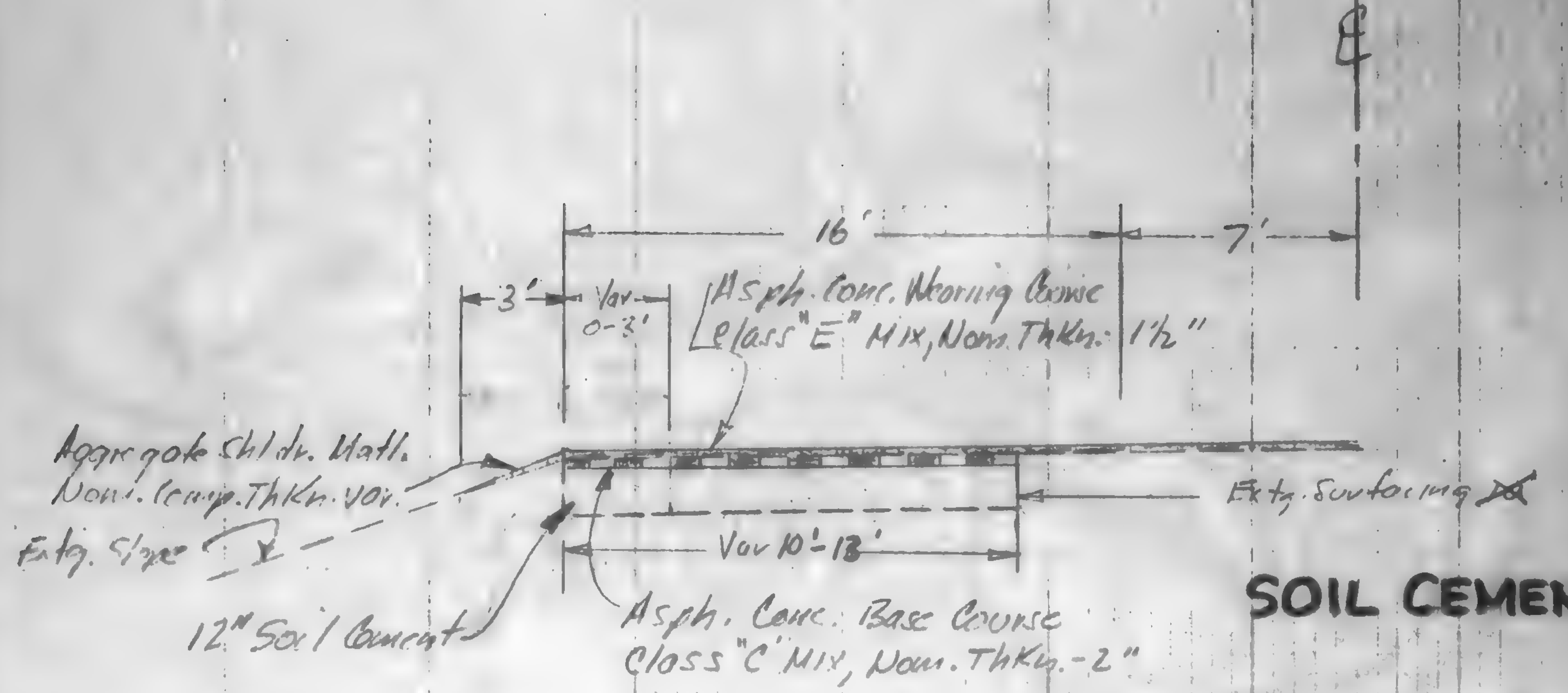
Var. 0-3'
Asph. Conc. Wearing Course Class "C" Mix, Nom. Thkn. - 2"
Sl. 3:1 Max
Extg. Slope
Extg. Surfacing
Aggregate Base Matl. Nom. Comp. Thkn. 18"

AGGREGATE BASE

OVERLAY WITH 3' WIDENING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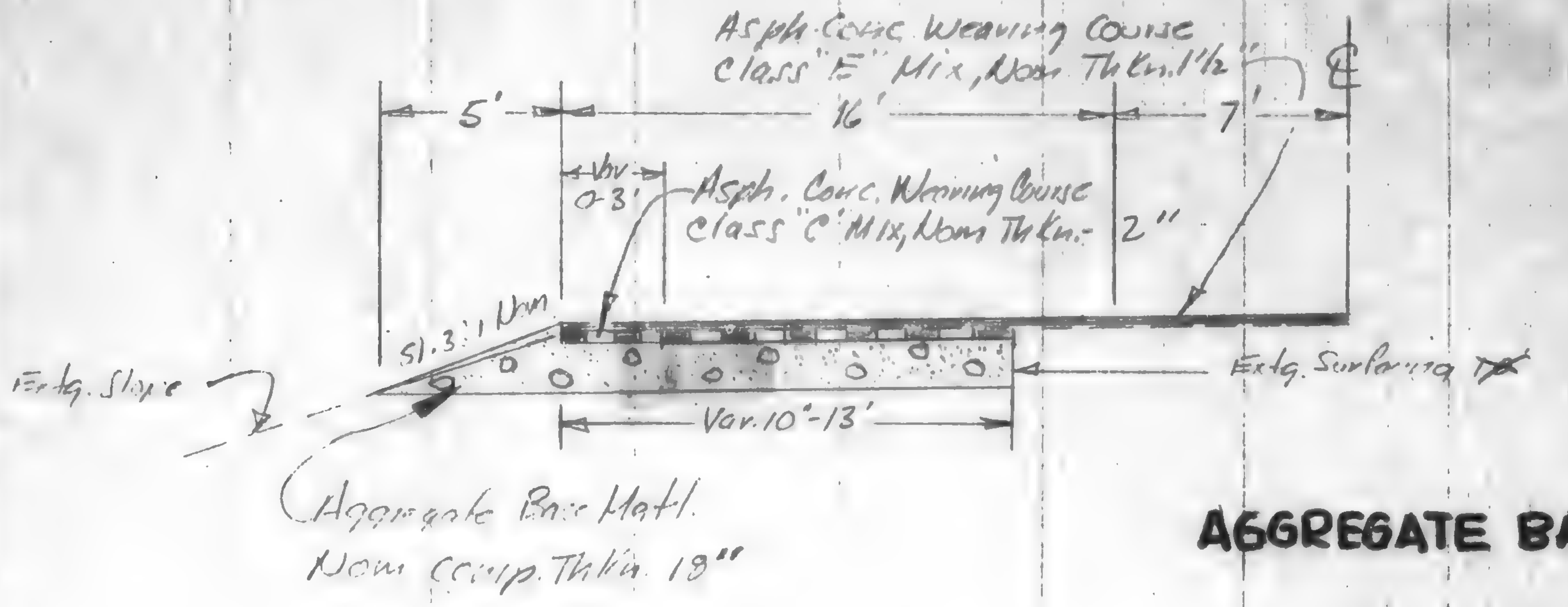
16'
7'
3'
Var. 0-3'
Asph. Conc. Wearing Course Class "E" Mix, Nom. Thkn.- 1½"
Aggregate Shldr. Matl. Nom. Comp. Thkn. Var.
Extg. Slope
Extg. Surfacing
Var 10'-13'
12" Soil Cement
Asph. Conc. Base Course Class "C" Mix, Nom. Thkn.-2"

SOIL CEMENT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5'
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7'
Var. 0-3'
Asph. Conc. Wearing Course Class "C" Mix, Nom. Thkn.- 2"
Sl. 3:1 Nom
Extg. Slope
Extg. Surfacing
Var. 10'-13'
Aggregate Base Matl. Nom. Comp. Thkn. 18"

AGGREGATE BASE

OVERLAY AND RECONST SHLDR AREA

8495

2W

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
December 22, 1975

FILE:

FROM: L. E. George
Traffic Engineer

TO: L. W. Rulien
Project Management Engineer

SUBJECT: HHS-27(10)
Millard Rd.-Scappoose-Vernonia Rd.
Hwy. 2W
Columbia County

This office has received notification that the above subject project will experience a substantial cost overrun from the original project estimate. Due to uncertainty of total funding available for other high priority Title II projects it is necessary for us to delay the bid opening on this particular project.

Please reschedule this project for a bid opening of March, 1977.

L E George
L. E. George
Traffic Engineer

GE:rj
cc: J. H. Versteeg
V. D. Wolfe
E. L. Hardt

Hal Versteeg
Ben
H

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Copy Swenson
R. Olson
Trout

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DEC 26 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
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Bring Up /
Other

DEC 2 1975

8495

~~PRO 6-2~~

December 22, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Change
Item No. 36 and 70560
Project No. HES-27(10)
Hillard Rd. and Scappoose-Vernonia
Rd. Section
Columbia County

We hereby request your approval of a minor program change on the subject project as indicated below because of system realignment and resulting project renumbering.

Project No.: Change to read "HES-1(1)".

Preliminary engineering (under Item No. 36) was authorized effective July 28, 1976; and the construction phase (under Item No. 70560) was approved for the fiscal year 1977 annual program, October 27, 1976.

FHWA Endorsement

Approved ______________________
Division Administrator

JG:bb

cc: B. L. Gifford
D. E. Swan

Date ______________________

8445

September 28, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM
L. W. Rulien
Program Management Engineer

SUBJECT FY 1977 Annual Program

We propose adding the following project to Part 2 of the subject program:

Area: R
Item No.: 70560
Project No.: HHS-27(10)
F.A. Route No.: FAP 1
Section: Millard Rd. & Scappoose-Vernonia Rd.
Highway: Lower Columbia River
Begin M.P.: 27.0
Length: N/A
County: Columbia
City: N/A
Work: Channelization
Estimated Cost: $27,000
F.A. Cost: $24,300

NOTE:

(1) Exempt from A-95 review under working agreements.
(2) PE authorized 7-28-75 under Project No. HHS-27(10).

JLG:bb

cc: B. L. Gifford

8295 -1/3

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION **FILE:**

INTER-OFFICE CORRESPONDENCE
May 21, 1976
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section
ORIGINAL SIGNED BY GARY A. POTTER

SUBJECT: Project Assessments
Safety/Signal Projects

TO: L. W. Rulien
Project Management Engineer

The following projects have been examined and assessed for potential impact to the human and natural environment:

Knox Butte Road Section, County Road 7, Linn County

Barbur Blvd. @ SW 19th Avenue Section, Pacific Highway West, Multnomah County

Millard Road and Scappoose-Veronia Road Section, Lower Columbia River Highway, Columbia County

Pacific Highway West @ Irving Road Section, Pacific Highway West, Lane County

It has been determined that no additional right-of-way will be required for these projects; that they are not likely to precipitate significant foreseeable adverse alterations in the human and cultural environment; and that they are of a type for which the statewide environmental assessment for Highway Safety Improvement projects is applicable.

The statewide assessment deems these projects as non-major actions.

GAP:ss

cc: R. L. Schroeder
Bob Bothman
Geoffrey Kaiser
Alfred Shirley, Jr.
Eb Engelmann

NOTED
R. L. SCHROEDER

RECEIVED
MAY 21 1976
Office of
Assistant State Highway Engineer

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

7-28-75

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
HHS-27(10)

STATE PROJECT
Millard Road & Scappoose-Vernonia Road Section

COUNTY NAME
Columbia

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
HHS-36

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	July 28, 1975	Primary Route 1
		STATE ROUTE NUMBER
		Primary Route 2W

GENERAL LOCATION:
U.S. 30, 2.9 miles & 8.6 miles north of Multnomah County Line

GENERAL DESCRIPTION OF WORK:
Section 209 - High Hazard Location. Preliminary engineering necessary to obtain PS&E approval.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of July 28, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's July 2, 1975 letter you are authorized to proceed with all phases of preliminary engineering necessary to obtain PS&E approval for a total estimated amount of $3,000.00 - Federal funds $2,700.00.

7-30-75
ORIGINAL TO
L.W. Rulien
Watt

Info
Inve
R-D
D/R
FOR
REFER
JUL 30 '75
STATE HWY ENGR

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-28-75	C R Burghardt for	Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

9245

PRO 6-2

July 2, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM

L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. HHS-27(10)

We are submitting program data for one project, Item No. 36, Project No. HHS-27(10), "Millard Road and Scappoose-Vernonia Road Section", which we desire to have included in the High Hazard Locations Program under Section 209 of Title II as established by the Federal-Aid Highway Act of 1973.

Enclosed are narrative, sketch map, pictures and accident data prepared by our Traffic Section for this project.

We request the following:

(1) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

(2) Concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office, February 25, 1975.

(3) Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval.

DRH:bb

Enclosure

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
May 1975

Lower Columbia River Hwy. No. 2W
Left Turn Refuges at
Scappoose-Vernonia Road (MP 21.25)
Millard Road (MP 26.95)
Columbia County

Recommendations:

It is recommended that Left-Turn Refuges be installed at the intersections of the Lower Columbia River Highway No. 2W and with Scappoose-Vernonia Road (MP 21.25) in the City of Scappoose and Millard Road (MP 26.95) in Columbia County.

Historical Background:

Both of these intersections were investigated in May 1974 at the request of The Oregon Association of Women Highway Safety Leaders, Inc. At that time it was recommended that a painted left-turn refuge be installed at Scappoose-Vernonia Road and that advance warning signs be installed and some brush removed at Millard Road. The left-turn refuge was not installed at Scappoose-Vernonia Road however the signing and brush removal was performed at Millard Road.

Investigation:

This investigation was also performed at the request of The Oregon Association of Women Highway Safety Leaders, Inc.

Scappoose-Vernonia Road (MP 21.25):

Scappoose-Vernonia Road is a two lane, two direction county road which intersects the Lower Columbia River Highway at a skewed angle near the north city limits of Scappoose. Pavement width on the Lower Columbia River Highway at this intersection is 40 feet consisting of two 14 foot travel lanes and two 6 foot paved shoulders. The 1974 ADT on the highway was 9,400 vehicles and 1,800 vehicles on the county road.

Over the three year period beginning 1-1-72 there were eight reported accidents with five injuries at this intersection.

It is recommended that a left-turn refuge be installed at this location. Estimated cost of this refuge is $7,000.

Millard Road (MP 26.95)

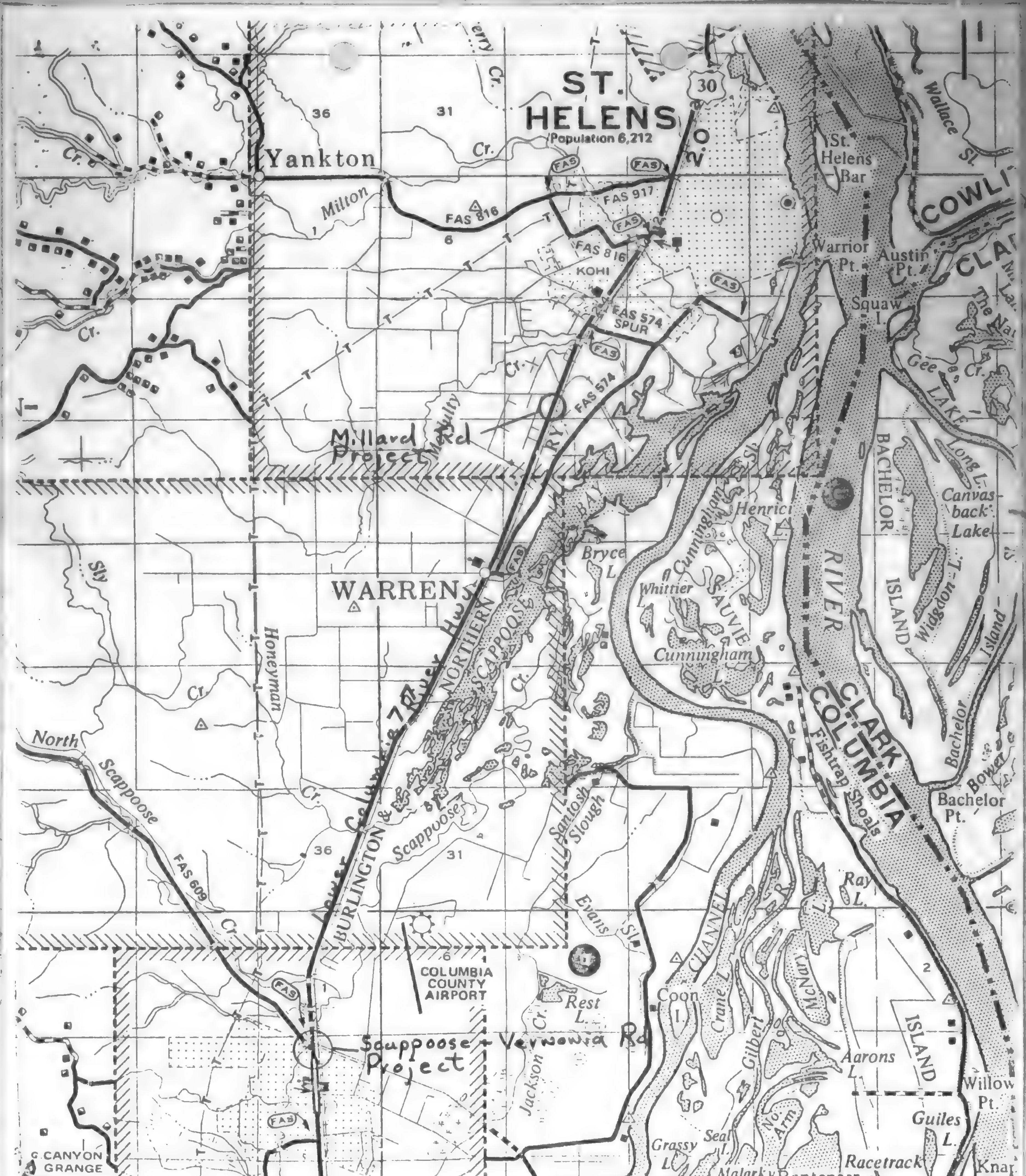
Millard Road intersects the Lower Columbia River Highway about one mile south of the City of St. Helens. The northwest quadrant of the intersection is occupied by a service station and the southwest quadrant by an orchard. A railroad track parallels the Highway 40 feet to the east. The 1974 ADT on the highway was 8,400 vehicles.

The pavement width on the highway is 40 feet in this area, consisting of two 12 foot travel lanes and two 8 foot shoulders. The width of Millard Road is 30 feet on the east approach and 28 feet on the west leg tapering to 75 feet at the intersection.

In the three year period beginning 1-1-72 there were nine reported accidents at this intersection with nine injuries. Four of these nine accidents involved vehicles preparing to make left turns onto Millard Road. These four accidents counted for seven of the nine injuries.

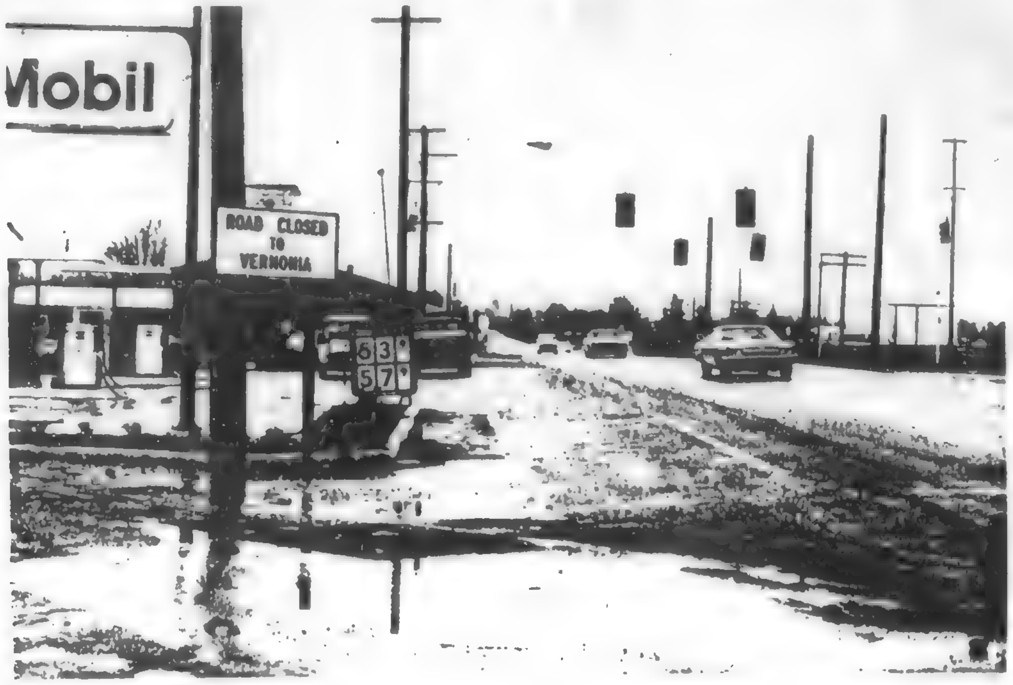
It is recommended that a left-turn refuge be installed at this intersection. The estimated cost of this project is $20,000.

DW:cr
5-6-75



Millard Rd Project

Scappoose - Vernonia Rd Project



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1. 100 feet south of Scappoose-Vernonia Road looking north.
2. 100 feet north of Scappoose-Vernonia Road looking south.
3. At Scappoose-Vernonia Road looking west.
4. 300 feet west on Scappoose-Vernonia Road looking east.
5. 100 feet west on Scappoose-Vernonia Road looking east.
6. On Scappoose-Vernonia Road at Hwy. No. 2W looking south.
7. On Scappoose-Vernonia Road at Hwy. No. 2W looking north.

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7. On Scappoose-Vernonia Road at Hwy. No. 2W looking north.

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5. 100 feet west on Scappoose-Vernonia Road looking east.
6. On Scappoose-Vernonia Road at Hwy. No. 2W looking south.
7. On Scappoose-Vernonia Road at Hwy. No. 2W looking north.

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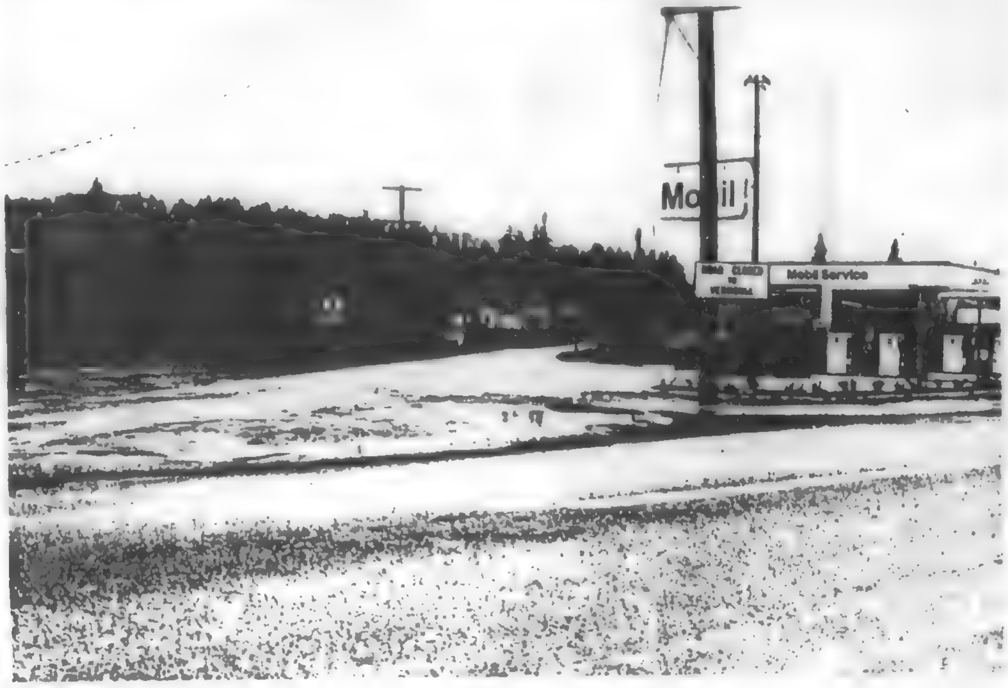

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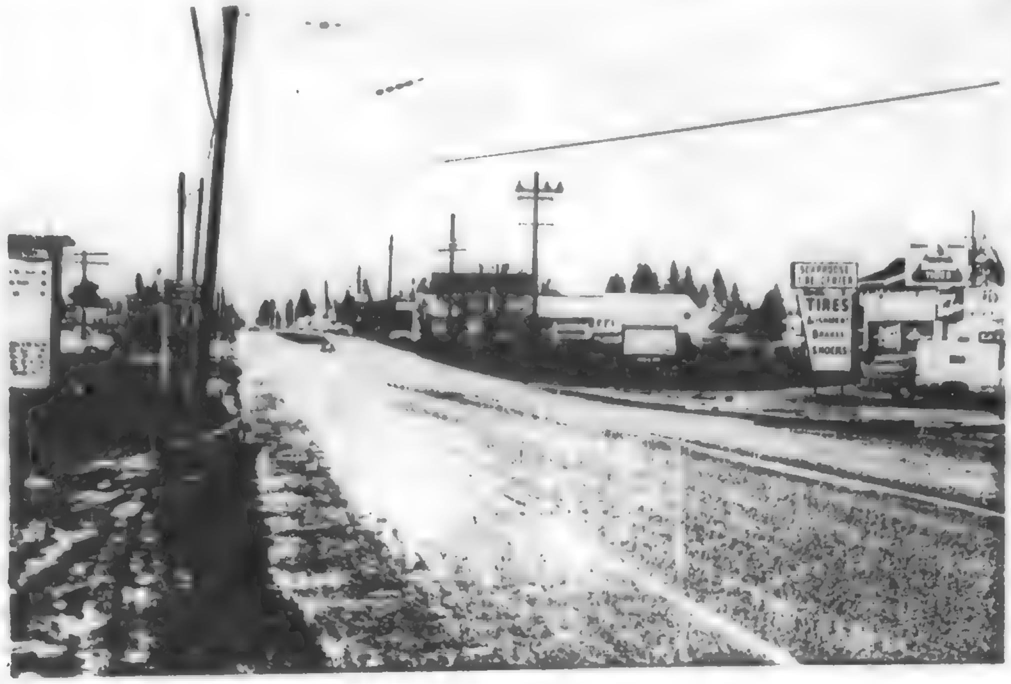

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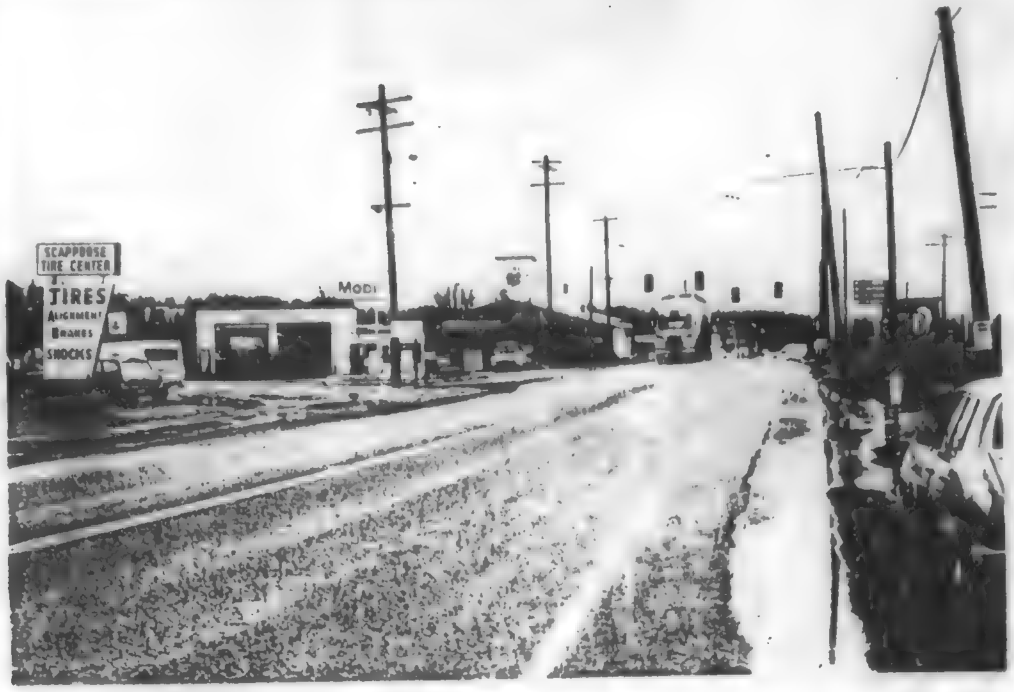
TYPICAL VIEWS
Lower Columbia River Hwy. No. 2W
Scappoose-Vernonia Road (M.P. 21.25)
Scappoose



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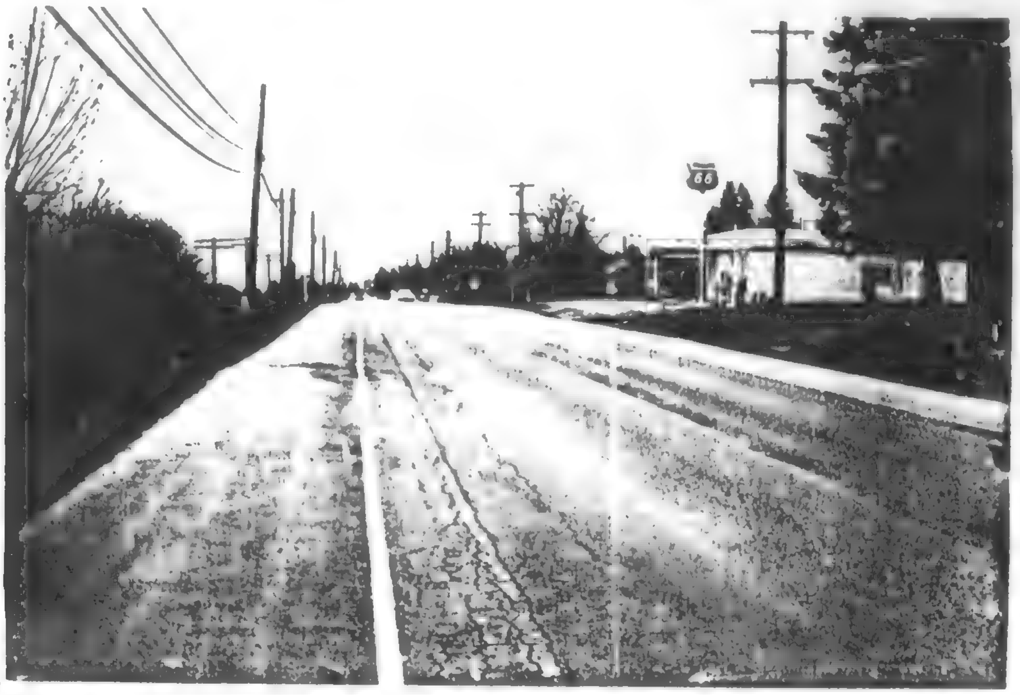

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3. On 2W looking north at Millard Road.
4. On 2W looking south at Millard Road.
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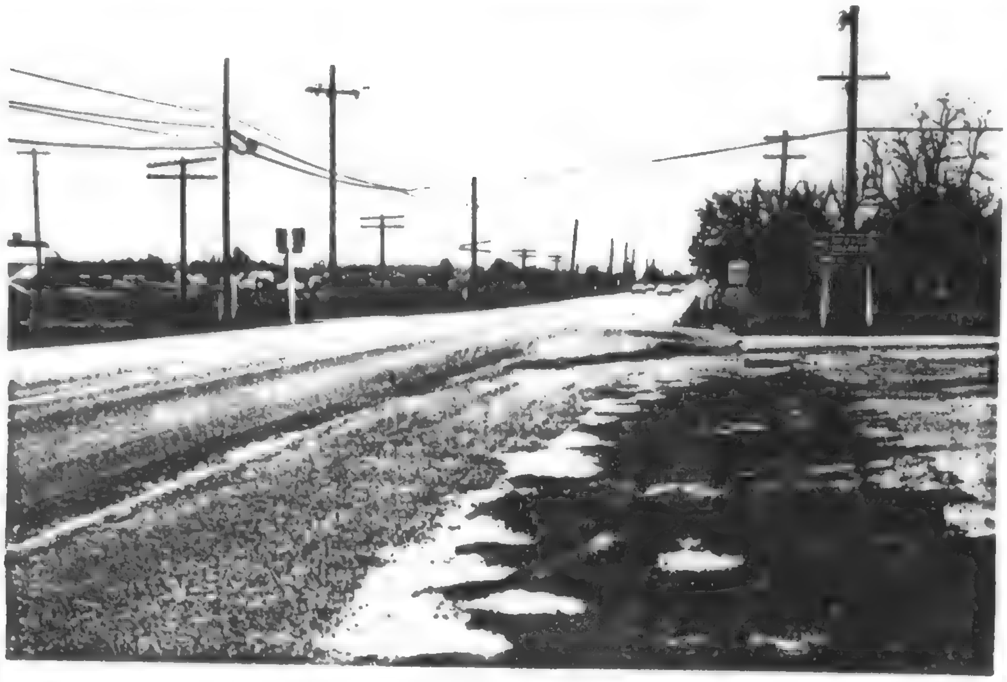
6. Looking east on Millard Road from 2W.
7. On 2W looking south 75 feet north of Millard Road.
8. On 2W looking south 350 feet north of Millard Road.



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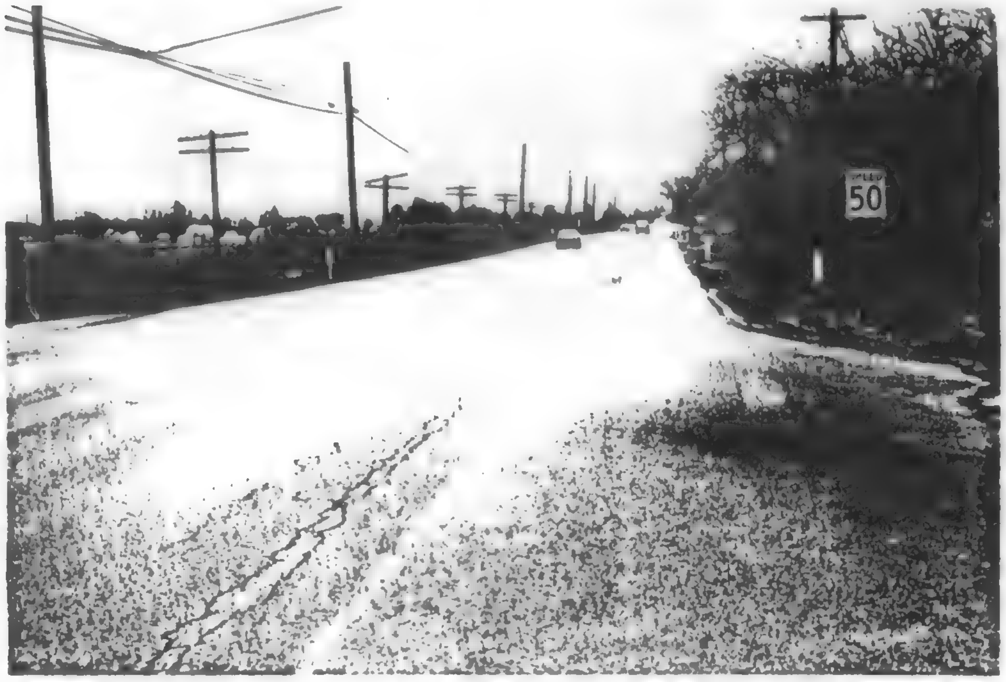

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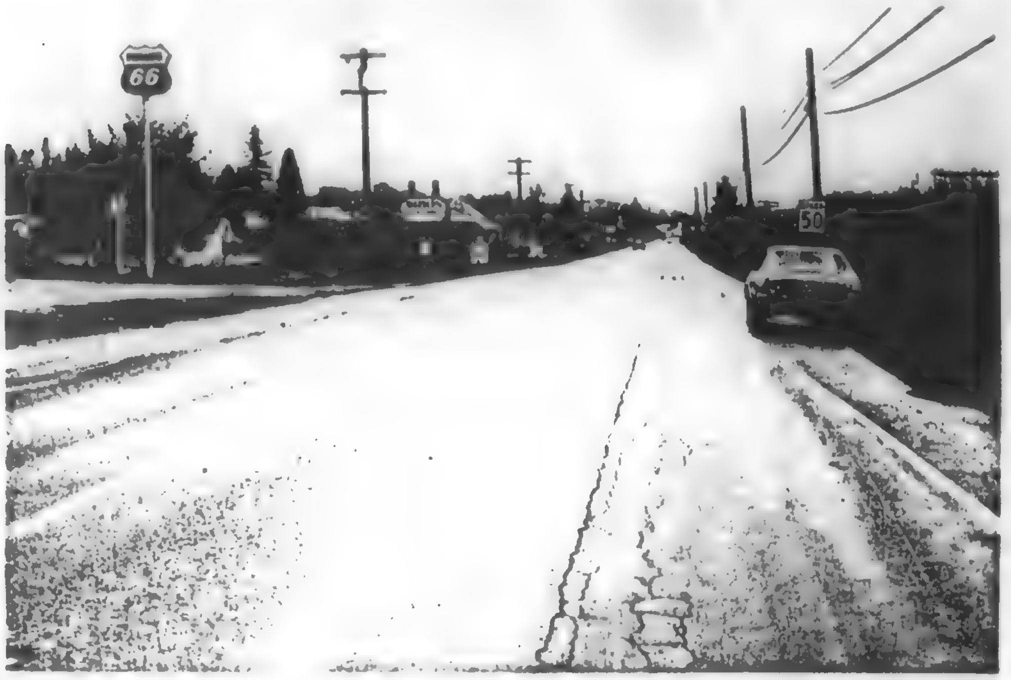

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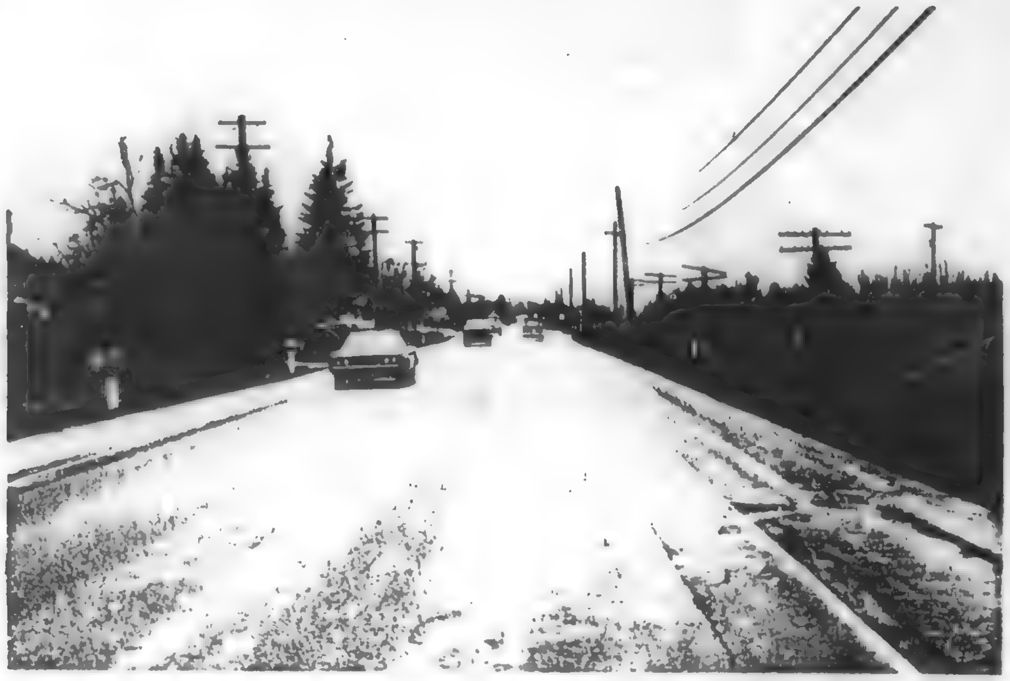
6. Looking east on Millard Road from 2W.
7. On 2W looking south 75 feet north of Millard Road.
8. On 2W looking south 350 feet north of Millard Road.

TYPICAL VIEWS
Lower Columbia River Hwy. No. 2W
Millard Road M.P. 26.95
Columbia County



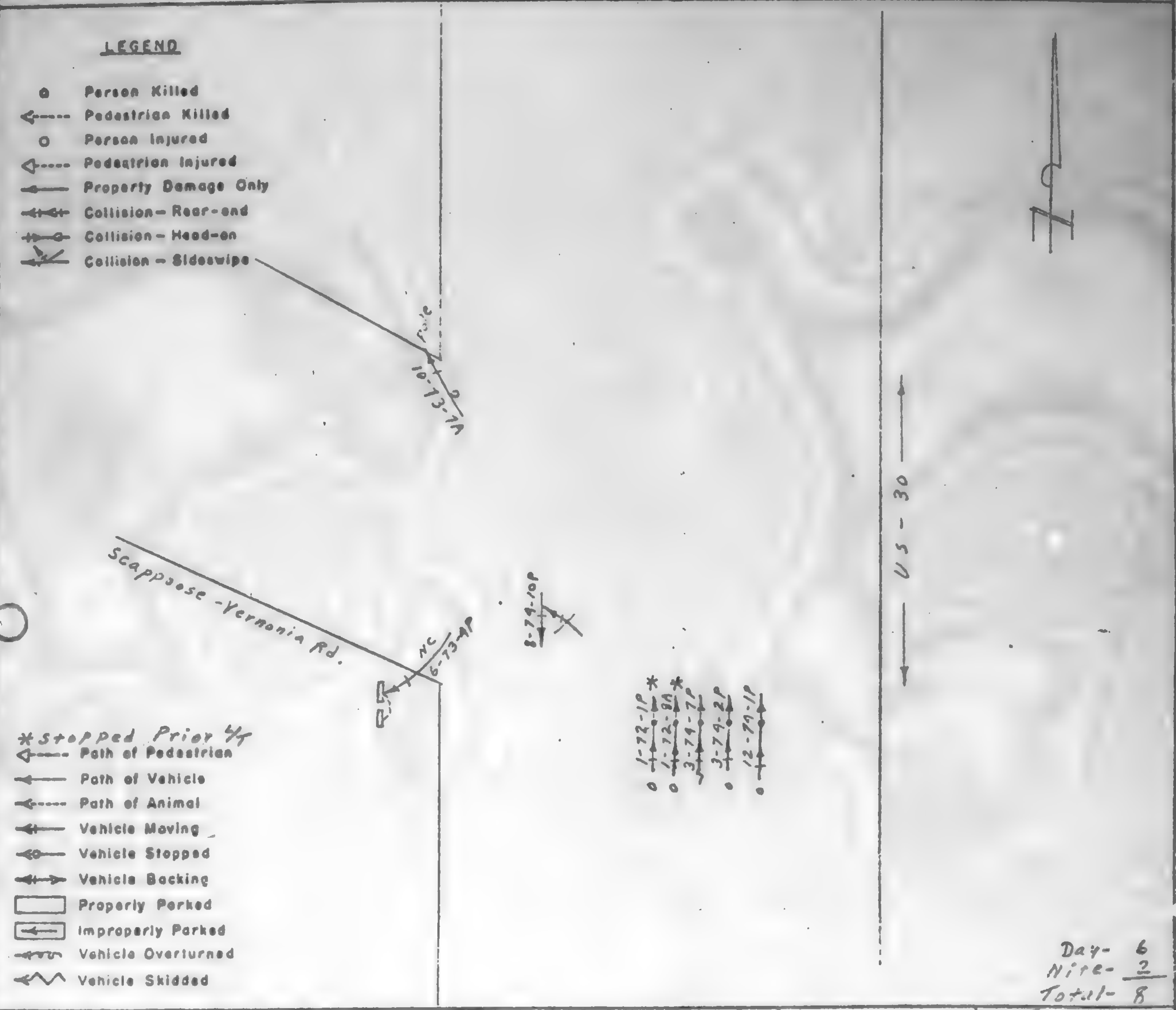
1
2
3
4
5
6
7
8

1. On 2W looking north 0.15 mile south of Millard Road.
2. On 2W looking north 400 feet south of Millard Road.
3. On 2W looking north at Millard Road.
4. On 2W looking south at Millard Road.
5. Looking west on Millard Road from 2W.
6. Looking east on Millard Road from 2W.
7. On 2W looking south 75 feet north of Millard Road.
8. On 2W looking south 350 feet north of Millard Road.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of Scappoos County Columbia
Intersection of Lower Col. River Hwy and Scappoose-Vernonia Rd.
Highway Number 2W (US30) M.P. 21.25
Period Covered 1-1-72 12-31-74
Compiled by 7K Drawn by ______ Date 3-30-75



LEGEND

- ● Person Killed
- ◁---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ←— Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe

*Stopped Prior 4/5

- ←---- Path of Pedestrian
- ←— Path of Vehicle
- ←---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

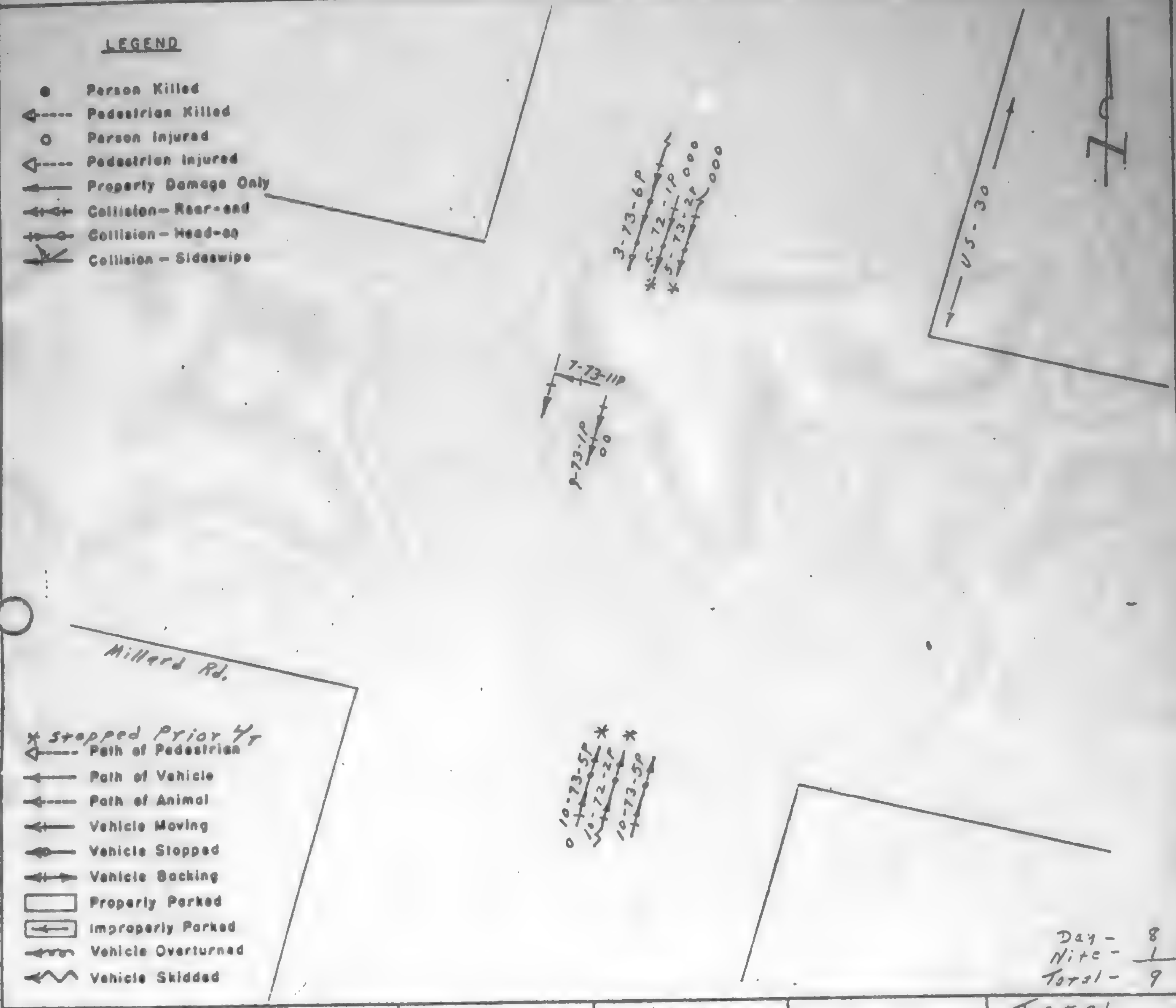
Day- 6
Nite- 2
Total- 8

Collision Type	1972				1973				1974								Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end		2		2						2	1	3						4	1	5
Sideswipe																				
Turning Movement											1	1							1	1
Parking																				
Non-collision							1	1											1	1
ed Object						1		1										1		1
destrian																				
Backing																				
Misc.																				
TOTAL		2		2		1	1	2		2	2	4						5	3	8

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of ________ County Columbia
Intersection of Lower Col. River Hwy and Millard Rd.
Highway Number 2W (US30) MP. 26.95
Period Covered 1-1-72 12-31-74
Compiled by ________ Drawn by ________ Date 3-30-75



Day - 8
Nite - 1
Total - 9

Collision Type	1972				1973				1974								Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle						1		1										1		1
Head-on																				
Rear-end		1	1	2		4	1	5										5	2	7
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
ed Object						1		1										1		1
edestrian																				
Backing																				
Misc.																				
TOTAL		1	1	2		6	1	7				0						7	2	9

Form E

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

NO.

D.

7-2-75

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 30, 2.9 Mi. & 8.6 Mi. N. of Mult. Co. L.		1 - 9,400 2 - 8,400	1 - 17,000 2 - 16,000	95	10	Oregon	41	142	36

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI. DESIG.
., HT Pave., Chan. & Strip.								HHS-	27	(10)	

AL FUNDS
(Section 209) High-Hazard Locations

AREA
--

COUNTY NAME	CODE
Columbia	009

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	1	2W	30

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		US 30, 2.9 Mi. & 8.6 Mi. N. of Multnomah County Line	0.0	3,000	2,700	300		P.E. all phases; grade, drain, high-type pave., channelization & striping.
	ROW								
	CONST (CODE) Y008		Millard Rd. & Scappoose-Vernonia Rd. Section	0.0	27,000	24,300	2,700		ROW-170' nominal; Access Control-none; Park. Restrictions-none.
PARED BY			PROJECT TOTALS	0.0	30,000	27,000	3,000		

OGRAM APPROVAL DATES

REMARKS

ADT at junction with
1. Scappoose-Vernonia Rd.
2. Millard Rd.

-OVER-

USCOMM DUSCOMM-DC 48908-P61

Budget Bureau No. 41-R2067; Approval Ex

U.S. DEPARTME
BUREAU

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.			
DATE SUBMITTED TO W. O.	7-2-75		

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		ADT PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
2	1	US 30, 2.9 Mi. & 8.6 Mi. N. of Mult. Co. L.	ADT	1 - 9,400 2 - 8,400	1 - 17,000 2 - 16,000	95	10	Oregon	41

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.
3	PE, Gr., Dr., HT Pave., Chan. & Strip.								HHS-	27	(10)

CARD		COUNTY NAME				CODE
	CLASS OF FEDERAL FUNDS: (Section 209) High-Hazard Locations	Columbia				009
	NAME OF URBAN AREA: --	ROUTE NO. P	FEDERAL-AID: 1	STATE: 2W	U.S.: 30	

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
5					PE		US 30, 2.9 Mi. & 8.6 Mi. N. of Multnomah County Line	0.0	3,000	2,700	300		P.E. grade type izati
5					ROW								
5					CONST (CODE) Y008		Millard Rd. & Scappoose-Vernonia Rd. Section	0.0	27,000	24,300	2,700		ROW- Acce Park none
							PROJECT TOTALS	0.0	30,000	27,000	3,000		

CARD	CODE	
1	1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

ADT at junction with
1. Scappoose-Vernonia Rd.
2. Millard Rd.

USCO

RD. AND SCAPPOOSE-VERNONIA RD. SECTION
PROJECT NO. HHS-27(10)

ties:

iver Hwy. -- 40-foot bituminous surface providing two nes with 8-foot shoulders.

. -- Two bituminous surfaced travel lanes with shldrs. l width of 30 feet on the eastside and 28 feet on the f the jct.

Vernonia (FAS 609) -- Two bituminous surfaced travel shoulder for a total width of 28 feet.

ities:

e existing facilities described above.

sed work is as follows:

hases of preliminary engineering.

elization to provide left-turn refuge lane at d Road and Scappoose-Vernonia Road by widen- e existing facility, which work consists of drain, high-type surface and pavement ngs.

Railroads, Water Development, Historical and Recre-

lved.

County Airport lies easterly within 2 miles of this but the proposed facility will not cause any conflict operation of the airport.

IM 50-1-70 Requirements:

Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

Urban Transportation Planning (PPM 50-9):

Not applicable.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA, February 25, 1975.

FHPM 7-7-5 Requirements:

Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

NOTE: This project is in Congressional District No. 1.

MILLARD RD. AND SCAPPOOSE-VERNONIA RD. SECTION
PROJECT NO. HHS-27(10)

Existing Facilities:

Columbia River Hwy. -- 40-foot bituminous surface providing two 12-foot lanes with 8-foot shoulders.

Millard Rd. -- Two bituminous surfaced travel lanes with shldrs. for a total width of 30 feet on the eastside and 28 feet on the westside of the jct.

Scappoose-Vernonia (FAS 609) -- Two bituminous surfaced travel lanes with shoulder for a total width of 28 feet.

Adjacent Facilities:

Same as the existing facilities described above.

Project Data:

The proposed work is as follows:

1. All phases of preliminary engineering.
2. Channelization to provide left-turn refuge lane at Millard Road and Scappoose-Vernonia Road by widening the existing facility, which work consists of grade, drain, high-type surface and pavement markings.

System Action, Railroads, Water Development, Historical and Recreational Areas:

None involved.

Airports:

Columbia County Airport lies easterly within 2 miles of this project, but the proposed facility will not cause any conflict with the operation of the airport.

IM 50-1-70 Requirements:

Exempt from State Clearinghouse and Distric
A-95 review under working agreements.

Urban Transportation Planning (PPM 50-9):

Not applicable.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FH
1975.

FHPM 7-7-5 Requirements:

Not applicable under "Timesaving Procedur
FHPM 6-8-2.1.

NOTE: This project is in Congressional Distric

8496 South Slough (Charleston) 1977
Br. on the Cape Arago Hwy.
(Main. painting & safety cables)

849

Jim Kinns
Highway Finance

June 21, 1978

C. W. Head
Commission Services

On June 12, 1978, I handed to Dick Hacek Highway Division Check No. 027196 made payable to the Coos County Clerk in the amount of $500.

This check was issued to the Coos County Clerk in reference to garnishments of Ron and Karen Pullen and Kenneth L. Gardner against Ronco Painting on State Highway Contract No. 8496.

Attached is a copy of the letter from H. Jones, Deputy Clerk of Coos County, indicating the reason the check was returned to this Department.

I assume that this $500 can now be paid to Ronco Painting, the prime contractor.

CWH:dda
Att.

County of Coos

Clerk of the District Court
P. O. Box [illegible]
North Bend, Oregon [illegible]

June 8, 1978

8496

C.W. Head
Manager of Commission Services
121 Transportation Building
Salem, OR 97300

Re: BSC 77-809 Pullen vs Ronco Painting / BSC 77-810 Gardner vs Ronco Painting

Dear Mr. Head:

After numerous phone calls and attempts through correspondence with the Plaintiffs in the above noted cases, the matter of returning the attached check can be initiated.

The Plaintiffs have filed statisfactions which means their claims against Ronco Painting have been satisfied. Evidently the Plaintiffs have satisfied these through means other than the check per garnishment and the check (attached) is being returned.

I am sorry for the delay of the returning process.

Thank you for your time and cooperation with this matter.

H. Jones

H. Jones
Deputy Clerk

RECEIVED
JUN 12 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Returned check to Hauck
with copy of letter —
copy of letter to Sollis

C.H.
6/12/78

NOTED
C. W. HEAD

8496

8

February 16, 1978

H. Jones, Deputy Clerk
Coos County District Court
P. O. Box 324
North Bend, OR 97459

Dear Ms. Jones:

Reference is made to your recent letter concerning the garnishments of Ron and Karen Pullen and Kenneth L. Gardner against Ronco Painting (State Highway Contract No. 8496).

I have discussed this matter with Mr. Jack Sollis, Assistant Attorney General. He suggested that you work out a disbursement with the plaintiffs, as both garnishments were received in this office on the same day, October 10, 1977.

If you have any further questions, you may contact Mr. Sollis here in Salem at 378-4259.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda

bc   Jack Sollis

County of Coos

Clerk of the District Court
P. O. Box [illegible]
North Bend, Oregon [illegible]

February 2, 1978

C.W. Head
Manager of Commission Services
121 Transportation Building
Salem, OR 97300

Re: Kenneth L. Gardner vs Ronco Painting BSC-77-810 — 411.50
Ron & Karen Pullen vs Ronco Painting BSC-77-809 — 171.00

582.50

Dear Mr. Head:

Attached are copies of Garnishments in the above noted cases that were received in this department (Small Claims) as answers with a check for $500.00, (copy attached).

However, there was no designation as to how the $500.00 was to be dispersed between the Plaintiffs.

May we hear from you soon as to the disbursement of the funds?

Thank you for your cooperation.

H. Jones
H. Jones
Deputy Clerk

RECEIVED
FEB 13 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

County of Coos

Clerk of the District Court
P. O. Box [illegible]
North Bend, Oregon [illegible]

February 2, 1978

C.W. Head
Manager of Commission Services
121 Transportation Building
Salem, OR 97300

Re: Kenneth L. Gardner vs Ronco Painting BSC-77-810 —— 411.50
Ron & Karen Pullen vs Ronco Painting BSC-77-809 —— 171.00

582.50

Dear Mr. Head:

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However, there was no designation as to how the $500.00 was to be dispersed between the Plaintiffs.

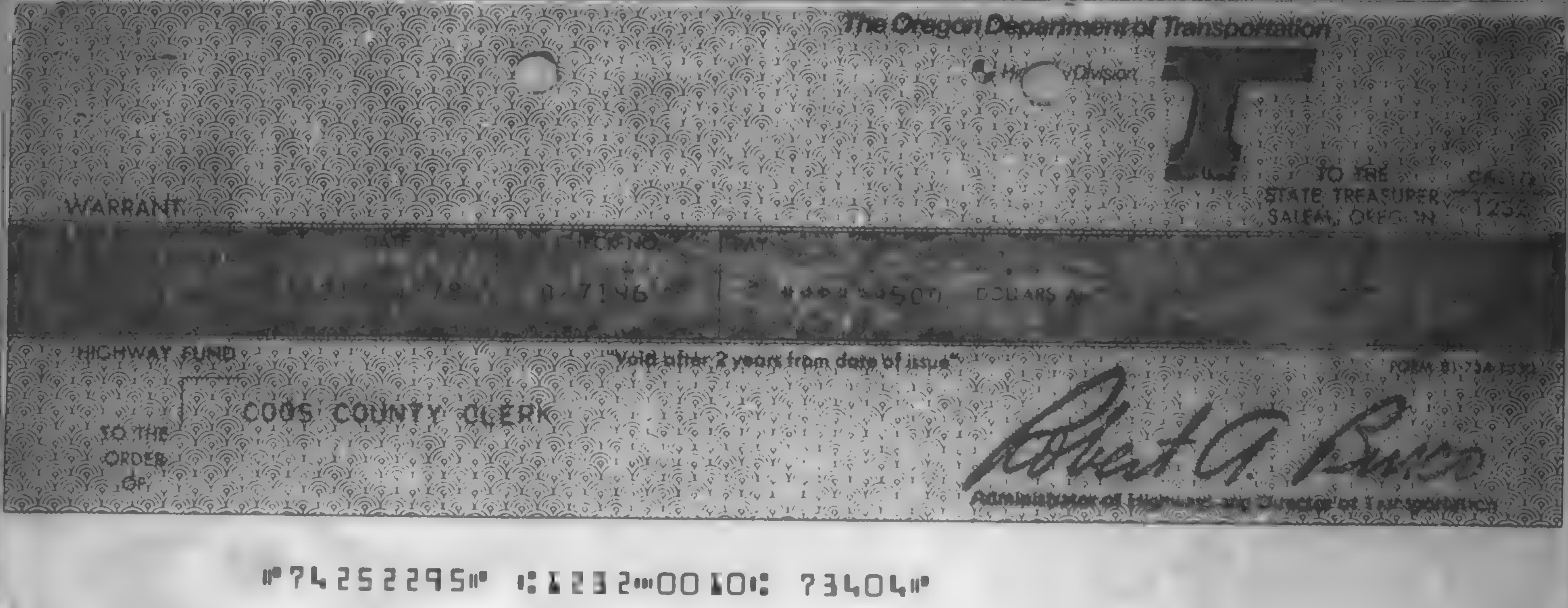
May we hear from you soon as to the disbursement of the funds?

Thank you for your cooperation.

H. Jones
H. Jones
Deputy Clerk

RECEIVED
FEB 13 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD



The Oregon Department of Transportation
Highway Division

WARRANT

TO THE
STATE TREASURER
SALEM, OREGON

DATE ... 78 CHECK NO. 0-7196 PAY *****500 DOLLARS AND

HIGHWAY FUND

"Void after 2 years from date of issue"

TO THE ORDER OF COOS COUNTY CLERK

Robert A. Burco
Administrator of Highways and Director of Transportation

⑈74252295⑈ ⑆1232⑉0010⑆ 73404⑈

and garnished, and you are hereby required to furnish forthwith a written statement of [illegible] credits.

Date *Oct 6* 19*77*

JAMES F. [illegible], Sheriff

By *J Dayton* Deputy

Sheriff ~~Coos~~ County
MARION

RECEIVED
[illegible] 10 1977
[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON
ss.
COUNTY OF ~~COOS~~ MARION

ANSWER TO GARNISHMENT

To *James F. [illegible] Sheriff*

I HEREBY CERTIFY, That I have this day the following property in my possession and under my control, belonging to the within named defendant, to-wit: No money due Ronco Painting on Contract No. 8496 in Coos County at this time. Final payment will be due Ronco Painting after acceptance by State. Documents are being forwarded to Richard Hacek, Highway Division Finance Office for payment when money is due.

Dated October 10 19 77 *C. H. [illegible]*

RECEIVED
OCT 11 1977
HIGHWAY ACCOUNTING

Date

trol.

8-76
P

8

January 23, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On January 19, 1978, we wrote to you concerning release of final payment on Contract No. 8496 awarded to Ronco Painting for work on the South Slough (Charleston) Bridge on the Cape Arago Highway in Coos County.

Final payment in the amount of $500 was paid to Coos County Court as per garnishment and the total contract amount is $99,980.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Ronco Painting
3621 199th St. S.E.
Bothell, WA 98011

Strong-Eden-Robinson
200 First Ave. West
Seattle, WA 98119

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: January 16, 1978

FROM: for
C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 8496, Work Completed September 9, 1977

Project South Slough (Charleston) Bridge

Highway Cape Arago

Count(y)(ies) Coos

Type of Work Painting & Safety Cables

Contractor Ronco Painting

Recommended Acceptance Date January 17, 1978

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC: md

cc: R. D. Church
W. J. Hart

Letter to surety
1-19-78

RECEIVED
STATE HWY ENGR
JAN 17 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

APPROVED
STATE HIGHWAY ENGINEER
Date 1-17-78

NOTED
C. W. HEAD

8496 8

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
728 ST. HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206—383-1481
SERVICE INTEGRITY PROTECTION

November 7, 1977

Mr. Ken Gardner
296 South Cammann
Coos Bay, Oregon

Dear Mr. Gardner:

United Pacific Bond U-991668
Principal: Ronco Painting
Obligee: State of Oregon
Contract: Painting & Safety Cables, #8496
South Slough (Charleston Bridge)
Claimant: Ken Gardner (Betty "K")

We are forwarding correspondence on your claim for damage to your boat, Betty "K", to Ronco Painting for whatever action they deem appropriate. We do not consider this claim as a valid claim against the performance bond but rather a claim against the liability insurance policy of Ronco Painting. So, we assume you should be hearing directly from Ronco Painting or its liability insurance carrier regarding your claim.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller
Bond Claim Department

jc

cc: State of Oregon, Dept. of Transportation ✓
Ronco Painting

NOTED
C. W. HEAD

RECEIVED
NOV 14 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible] UNITED PACIFIC LIFE INSURANCE COMPANY RELIANCE INSURANCE COMPANY

·8496

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

728 ST. HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206—383-1481

November 7, 1977

Richard O. Nesheim & Harold J. Nesheim, Jr.
Ronco Painting
3621 - 199th S.E.
Bothell, Washington 98011

United Pacific Bond U-991668
Principal: Ronco Painting
Obligee: State of Oregon, Oregon
State Highway Division
Contract: #8496, Painting &
Safety Cables, South Slough Bridge
(Charleston)

Gentlemen:

United Pacific received the enclosed correspondence from the State of Oregon and from Charleston Charter Service relating to damage caused to boats arising out of your sandblasting operations involving the above contract with the State of Oregon. It appears to United Pacific these claims are damage claims that should be referred to your liability insurance carrier for their consideration or claims which your firm should handle themselves. We do not believe they are appropriate claims against the Performance Bond executed by United Pacific to the State of Oregon on this project. Would you therefore advise us what action you intend to take with respect to these claims.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller
Bond Claim Department

jc

cc: State of Oregon, Dept. of Transportation ✓

RECEIVED
NOV 14 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8496

8

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

728 ST. HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206—383-1481

November 7, 1977

Ronald T. Pullen
Charleston Charter Service
P. O. Box 5557
Charleston, Oregon 97420

Dear Mr. Pullen:

United Pacific Bond U-991668
Principal: Ronco Painting
Obligee: State of Oregon
Contract: Painting & Safety Cables,
South Slough (Charleston Bridge)

#8496

We acknowledge receipt of your September 29, 1977 letter concerning your claim for $150 for alleged damage caused to your boat (Karon) by sandblasting work arising out of the above contract. We are referring your letter to Ronco Painting for whatever action they deem appropriate since we do not believe it is a valid claim against the Performance Bond but rather a claim against the liability insurance policy of Ronco Painting. You should hear further from Ronco Painting or its insurance carrier on this matter.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller
Bond Claim Department

jc

cc: Ronco Painting, Inc.
State of Oregon, Dept. of Transportation ✓

NOTED
C. W. HEAD

RECEIVED
NOV 14 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

·8496 8

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

728 ST. HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206—383-1481

November 7, 1977

Mr. Ralph A. Shaw
Route 1, Box 33-A
Lakeview, Oregon 97630

Dear Mr. Shaw:

United Pacific Bond U-991668
Principal: Ronco Painting
Obligee: State of Oregon
Contract: Painting & Safety Cables,
South Slough (Charleston Bridge)
Claimant: Ralph A. Shaw

#8496

Regarding your claim sent to the State of Oregon for damages to your boat from sandblasting operations done by Ronco Painting on the above project, we are sending this information to Ronco Painting for whatever action they deem appropriate. We do not believe your claim is a valid claim against the Performance Bond but rather a claim against the liability insurance policy of Ronco Painting. You should therefore contact Ronco Painting directly or its insurance carrier on this matter.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller
Bond Claim Department

jc

cc: State of Oregon, Dept. of Transportation ✓
Ronco Painting

RECEIVED
NOV 14 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8496

8

STATE OF OREGON
1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 25, 1977

RECEIVED
OCT 26 1977
NORMA PAULUS
SECRETARY OF STATE

Mr. Ralph A. Shaw
Rt. 1, Box 33-A
Lakeview, OR 97630

ED
6 1977
AULUS
OI TE

RECEIVED
OCT 28 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5224

FILED
OCT 26 1977
NORMA PAULUS
SECRETARY OF STATE

Dear Mr. Shaw:

This is in reply to your recent letter informing us that Ronco Painting owes you $390.00 for damages to your boat from their sandblasting operation last summer at Charleston.

From the description given in your letter, this appears to be in reference to the Ronco Painting Contract No. 8496, South Slough (Charleston) Bridge Section of the Cape Arago Highway in Coos County.

The United Pacific Insurance Company through Strong-Eden-Robinson furnished the bond on this contract which is given to assure completion of the job and payment of all bills incurred in it. This contract was completed on September 9, 1977, but has not yet been accepted by the State.

We are filing your claim with the Secretary of State and we will advise the prime contractor and surety of the receipt of your claim. Please let us know when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

NOTED ON CARD
11-1-77

CWH:kkr

NOTED
C. W. HEAD

cc: United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Strong-Eden-Robinson
200 First Ave.
Seattle, WA 98119

Ronco Painting
3621 - 199th S.E.
Bothell, WA 98011

✓bc: Secretary of State-
Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

RECEIVED
0 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Mr. C. W. Head
Manager of Commission Services)
Dept of transportation,
121 traansportation Bldg.
Salem, Oregon 97310

(#8476)

Sir;

I am writing to you to file a claim against Ronco Painting's Bond in the amount of $390.00 for the damages to my boat from the sandblasting operation this summer at Charleston, Ore. I file a claim in small Claims Court against Rick and or Harold Meshiem Jr. dba as Ronco Painting & Sandblasting Co.

Would like to hear from you about this Claim.

Ralph A. Shaw Lighty McCharles
Rt 1 Box 35-A Lakeview Oregon
97630

8496

8

Rec- 10/10/77
9:04 am
C.W. Head

IN THE DISTRICT COURT IN THE STATE OF OREGON

FOR COOS COUNTY

7710559

Ron Pullen
Karen Pullen
Plaintiff

vs.

Harold Nesheim and/or
Rick Nesheim - dba Ronco Painting
Defendant

Notice of Garnishment

BSC-77-809

To C.W. Head, Mgr. of Commission Services, 121 Transportation Bldg., Salem, OR 97300

YOU ARE HEREBY NOTIFIED. That by virtue of a writ of Execution issued out of said Court in the above entitled action, to me directed (a certified copy of which is herewith served upon you,) all debts, property, moneys, rights, dues or credits of every nature, in your hands or under your control, and especially a certain sum of monies to-wit;

One hundred seventy-one & 50/100 ($171.00) dollars

belonging or owing to said Harold Nesheim, Jr. and/ #8496 or Rick Nesheim - dba / Ronco Painting or either of them, are hereby levied upon and garnished, and you are hereby required to furnish forthwith a written statement of all such properties or credits.

Date Oct 6 1977

[illegible]
Sheriff ~~Coos~~ County
[illegible]

By J Dayton Deputy

RECEIVED
OCT 10 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON
ss.
COUNTY OF ~~Coos~~ MARION

ANSWER TO GARNISHMENT

To

I HEREBY CERTIFY, That I have this day the following property in my possession and under my control, belonging to the within named defendant, to-wit: No money due Ronco Painting on Contract No. 8496 in Coos County at this time. Final payment will be due Ronco Painting after acceptance by State. Documents are being forwarded to Richard Hacek, Highway Division Finance Office for payment when money is due.

Dated October 10 19 77

C.W. Head

Date
trol

IN THE DISTRICT COURT IN THE STATE OF OREGON

FOR COOS COUNTY

Ron Pullen
Karen Pullen
Plaintiff

vs.

Harold Nesheim and/or
Rick Nesheim - dba Ronco Painting
Defendant

Execution Against Property

BSC-77-809

To the sheriff of Marion Coos County, or to any constable of any District therein, GREETING:

[illegible] Karen Pullen the above named plaintiff has obtained a judgment against Harold Nesheim and/or Rick Nesheim - dba Ronco Painting the above named defendants for the sum of One hundred fifty & 00/100 ($150.00) dollars

and his disbursements taxed at $ 13.00 before the District Judge for Coos County, on the 28th day of September, 19 77

THEREFORE, in the name of the State of Oregon, you are hereby commanded that the personal property of the said defendants Harold Nesheim and/or Rick Nesheim - dba Ronco Painting within your County excepting such as the law exempts, you cause to be made by levy and sale according to law, the amount of such judgments and disbursements aforesaid, and expenses that may accrue, and of this writ make legal service and due return to me within thirty days from the date hereof.

Given under my hand this 30th day of September A. D., 1977

County Clerk

By /s/ H. Jones Deputy

I HEREBY CERTIFY, That the within is a true copy of the original Execution in the within entitled action, as same appears in my hands for service, and the whole thereof. [illegible], Sheriff

J. Dayton Deputy

Dated at Salem, Oregon

10-6, 1977

Judgment	$ 150.00
Costs	13.00
Attorney Fees	
Interest	
Clerk's Fees	1.00
Sheriff's Fee	7.50
This Writ	
TOTAL	$ 171.50

The provisions of subsection (2) of ORS 23.185 ☐ do ☐ do not apply (indicate which)

ATTENTION GARNISHEE: THIS IS TO AID YOU IN MAKING A CORRECT ANSWER

Current law provides that all individuals are entitled to a minimum of $92.00 per week exemption, or 75% of their NET PAY, whichever is greatest. NET PAY is defined as money left owing the individual after State and Federal taxes have been deducted. Other deductions must be included in the NET PAY amount. After applying the greater exemption, the balance of the weekly earnings is the amount subject to the garnishment.
The following table notes minimum exemptions using the $92.00 exemption, applied to different payroll periods.

WEEKLY	BI WEEKLY	SEMI MONTHLY	MONTHLY
$92.00	$184.00	$199.33	$398.66

The minimum wage at this time is $2.30 X 40 hours a week.
If an individual's weekly payroll exceeds $122.67 NET PAY, the exemption applied must be 75% of the NET PAY.

In an ordinary wage garnishment, each service of papers in considered a separate service. One set of papers served upon you means one answer. You will not continue to deduct from the payroll unless you receive another set of papers.

You have 5 days to make an answer to the Sheriff of your County, unless the Execution originated from a County other than the one you are in, then you have 10 days. If you do not make an answer within the stated time you will be considered in Contempt of Court.

ALL SERVICES OF GARNISHMENT MUST BE ANSWERED IN WRITING AND RETURNED TO THE SHERIFF
The GARNISHEE ANSWER has been provided to you to make such an answer.

Written answer means to state on the GARNISHEE ANSWER from provided to you, what you have in your hands belonging to the person garnished at the time you were served. This written answer must be returned to your Sheriff. If the payroll is not yet due, you may write this on a slip of paper stating when the payroll will become due, stating the name of the person that has been garnished on it, so it can be traced, and mailing it to your Sheriff within the time specified.
Keep the GARNISHEE ANSWER to mail in with the money due.
DO NOT return any money not accompanied with the GARNISHEE ANSWER. We must have the name of the person garnished and the case number when we receive any money or a return of any kind. On the GARNISHEE ANSWER you will state the amount of money sent in and sign it and date it. If you have no actual cash, then state whatever you do have belonging to the person garnished. If there is none left after exemptions you will state that there is less than exemption. If the person is no longer employed, you will state that on the GARNISHEE ANSWER and return to your Sheriff.

In the case of Child Support Orders, an order can be served upon the employer stating that child support payments are to be deducted as in the case of a wage garnishment, but htese funds would be sent to the Court Clerk as stated. Read the Order carefully and do as it states.
The wage exemptions above apply to this Order, also.
If the Order states to continue deducting every pay day, you will continue to do so until ordered to stop or until the person terminates his employ.
In this respect it is different from an ordinary wage garnishment.

MAIL TO YOUR LOCAL SHERIFF, UNLESS THE GARNISHMENT WAS SERVED OUTSIDE OF YOUR
COUNTY: MARION COUNTY SHERIFF POB 710 SALEM, OR 97308 Ph: 588 5044

Definitions for ORS 23.175 and 23.185. As used in this section and ORS 23.195:

(1) "Disposable earnings" means that part of the earnings of an individual remaining after the deduction from those earnings of any amounts required to be withheld by law.

(2) "Earnings" means compensation paid or payable for personal services, whether denominated as wages, salary, commission, bonus or otherwise, and includes periodic payments pursuant to a pension or retirement program.

(3) "Garnishment" means any legal or equitable procedure through which the earnings of an individual are required to be withheld for payment of a debt.

Relating to garnishment,

(1) Except as provided in subsection (2) of this section, the maximum part of the aggregate disposable earnings of an individual for any workweek that in subjected to garnishment may not exceed:
(a) 25 percent of his disposable earnings for that week; or
(b) The amount by which his disposable earnings for that week exceed 40 times the federal minimum hourly wage prescribed by section 6 (a) (1) of the Fair Labor Standards Act of 1938 (29 U.S.C. 206) in effect on March 31, 1975, or
(c) The amount described in paragraph (a) or (b) of this subsection, minus any amount required to be withheld from his disposable earnings for that week pursuant to an order issued under section 2 or 4 of this 1975 Act, whichever amount is less.
(2) The restrictions of subsection (1) of this section do not apply in the case of:
(a) Any order of a court of bankruptcy under sections 1 (601) to 1 (686) of the Act of June 22, 1938, ch. 575 (11 U.S.C. 1001 to 1080).
(3) No court shall make, execute or enforce any order or process in violation of this section.
(4) Any waiver by a debtor of the provisions of this section is void.
(5) Any legal process served on a garnishee shall indicate whether the provisions of subsection (2) of this section apply.
(6) A copy of this section shall be attached to or made a part of any legal process served on a garnishee.
(7) No employer shall discharge any person for the reason that the person has had earnings garnished.
(8) The amount of disposable earnings exempt from garnishment must be paid to the employee on the regular pay day for the pay period in which the wages were earned.

NOTE: The provisions of subsection (2), above do(_) do not (_) apply to this garnishment.

8496

Rec. 10/10/77
9:04 am.
C.W. Head

8

IN THE DISTRICT COURT IN THE STATE OF OREGON

FOR COOS COUNTY

Kenneth L. Gardner
Plaintiff
vs.
Harold Nesheim, Jr. and/or
Rick Nesheim - dba Ronco Painting
Defendant

7710560

Notice of Garnishment

BSC-77-810

To C.W. Head, Mgr. of Commission Services, 121 Transportation Bldg., Salem, OR 97300

YOU ARE HEREBY NOTIFIED, That by virtue of a writ of Execution issued out of said Court in the above entitled action, to me directed (a certified copy of which is herewith served upon you,) all debts, property, moneys, rights, dues or credits of every nature, in your hands or under your control, and especially a certain sum of monies to-wit;

Four hundred eleven & 50/100 (411.50) dollars

belonging or owing to said Harold Nesheim, Jr. and/ #2116 or Rick Nesheim - dba / Ronco Painting or either of them, are hereby levied upon and garnished, and you are hereby required to furnish forthwith a written statement of all such properties or credits.

Date 10 - 6 1977

By J Dayton Deputy

JAMES F. HEENAN, Sheriff

J Dayton

Sheriff ~~Coos~~ County

RECEIVED
OCT 10 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON
ss.
COUNTY OF ~~COOS~~ MARION

ANSWER TO GARNISHMENT

To

I HEREBY CERTIFY, That I have this day the following property in my possession and under my control, belonging to the within named defendant, to-wit: No money due Ronco Painting on Contract No. 8496 in Coos County at this time. Final payment will be due Ronco Painting after acceptance by State. Documents are being forwarded to Mr. Richard Hacek, Highway Division Finance Office, for payment when money is due.

Dated October 10 1977 C.W. Head

Date

IN THE DISTRICT COURT IN THE STATE OF OREGON
FOR COOS COUNTY

Kenneth L. Gardner
Plaintiff
vs.
Harold Nesheim, Jr. and/or
Rick Nesheim -- dba Ronco Painting
Defendant

Execution Against Property

BSC-77-810

To the sheriff of ~~Coos~~ MARION County, or to any constable of any District therein, GREETING:

Kenneth L. Gardner the above named plaintiff has obtained a judgment against Harold Nesheim, Jr. and/or Rick Nesheim -- dba Ronco Paint the above named defendants for the sum of Three hundred ninety & 00/100 ($390.00) dollars

and his disbursements taxed at $ 13.00 before the District Judge for Coos County, on the 28th day of September, 19 77

THEREFORE, in the name of the State of Oregon, you are hereby commanded that the personal property of the said defendants Harold Nesheim, Jr. and/or Rick Nesheim -- dba Ronco Painting within your County excepting such as the law exempts, you cause to be made by levy and sale according to law, the amount of such judgments and disbursements aforesaid, and expenses that may accrue, and of this writ make legal service and due return to me within thirty days from the date hereof.

Given under my hand this 30th day of September A. D., 19 77

County Clerk

By /s/H. Jones Deputy

I HEREBY CERTIFY, That the within is a true copy of the original Execution in the within entitled action, as same appears in my hands for service, and the whole thereof.

JAMES T. [illegible], Sheriff

J Drayton, Deputy

Dated at Salem, Oregon

10 - 6, 1977

Judgment	$ 390.00
Costs	13.00
Attorney Fees	
Interest	
Clerk's Fees	1.00
Sheriff's Fee	7.50
This Writ	
TOTAL	411.50

The provisions of subsection (2) of ORS 23.185 ☐ do ☑ do not apply (indicate which)

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Keep the GARNISHEE ANSWER to mail in with the money due.
DO NOT return any money not accompanied with the GARNISHEE ANSWER. We must have the name of the person garnished and the case number when we receive any money or a return of any kind. On the GARNISHEE ANSWER you will state the amount of money sent in and sign it and date it. If you have no actual cash, then state whatever you do have belonging to the person garnished. If there is none left after exemptions you will state that there is less than exemption. If the person is no longer employed, you will state that on the GARNISHEE ANSWER and return to your Sheriff.

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(3) "Garnishment" means any legal or equitable procedure through which the earnings of an individual are required to be withheld for payment of a debt.

Relating to garnishment,

(1) Except as provided in subsection (2) of this section, the maximum part of the aggregate disposable earnings of an individual for any workweek that in subjected to garnishment may not exceed:
(a) 25 percent of his disposable earnings for that week; or
(b) The amount by which his disposable earnings for that week exceed 40 times the federal minimum hourly wage prescribed by section 6 (a) (1) of the Fair Labor Standards Act of 1938 (29 U.S.C. 206) in effect on March 31, 1975, or
(c) The amount described in paragraph (a) or (b) of this subsection, minus any amount required to be withheld from his disposable earnings for that week pursuant to an order issued under section 2 or 4 of this 1975 Act, whichever amount is less.

(2) The restrictions of subsection (1) of this section do not apply in the case of:
(a) Any order of a court of bankruptcy under sections 1 (601) to 1 (686) of the Act of June 22, 1938, ch. 575 (11 U.S.C. 1001 to 1080).

(3) No court shall make, execute or enforce any order or process in violation of this section.

(4) Any waiver by a debtor of the provisions of this section is void.

(5) Any legal process served on a garnishee shall indicate whether the provisions of subsection (2) of this section apply.

(6) A copy of this section shall be attached to or made a part of any legal process served on a garnishee.

(7) No employer shall discharge any person for the reason that the person has had earnings garnished.

(8) The amount of disposable earnings exempt from garnishment must be paid to the employee on the regular pay day for the pay period in which the wages were earned.

NOTE: The provisions of subsection (2), above do(_) do not (_) apply to this garnishment.

8496 8

October 6, 1977

Mr. Kenneth L. Gardner
296 S. Cammann
Coos Bay, OR 97420

Dear Mr. Gardner:

Reference is made to your letter of September 28, 1977, and attached Judgment which you received in Small Claims Court against Ronco Painting.

This appears to be in reference to the Ronco Painting Contract No. 8496, South Slough (Charleston) Bridge Section painting project on the Cape Arago Highway in Coos County. This contract was completed on September 9, 1977, but has not yet been accepted by the State. Final payment will be made following acceptance.

Mr. Jack Sollis, Assistant Attorney General, has informed me that this should be served as a Garnishment. When the Garnishment is received in this office, you will be paid from any monies that may be due on this contract. If you have any questions regarding the Garnishment, Mr. Sollis suggested you consult with your attorney.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

bc: Jack Sollis

BETTY KAY CHARTER

KEN GARDNER ★ SKIPPER/OWNER (503) 888-3894 COOS [illegible]

September 28, 1977

C. W. Head
Manager of Commercial Services
Dept. of Transportation
[illegible] Transportation Blvd.
Salem, Oregon 97310

#8776

Dear Sir:

I am enclosing a copy of the Judgment we received today in Small Claims Court against Harold Nesheim Jr. and/or Kirk Nesheim, DBA RONCO PAINTING.

I was instructed to notify you of this judgment in order for me to be reimbursed out of the Bond that has been posted for work performed by Ronco Painting at the Charleston Bridge Project, Charleston, Oregon. This is the location where my boat was damaged by the residue of their sandblasting the Charleston Bridge.

I appreciate your assistance in this matter.

Sincerely yours,

Kenneth L. Gardner

Kenneth L. Gardner

Enclosure

RECEIVED
[illegible] 30 1977
COMMERCIAL SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

SALMON TROLLING BOTTOM FISHING TUNA TRIPS

495^{00}
13^{00}

[illegible] SERVICES
MENT OF TRANSPORTATION

DISTRICT COURT OF THE STATE OF OREGON FOR THE COUNTY OF COOS
SMALL CLAIMS DEPARTMENT

Kenneth L. Sherman,)
Plaintiff,)
)
vs.)
)
Herald Neshim Jr. or Rick Neshein)
DBA Ronco Painting Defendant(s).

Case No. BSC 77-810

JUDGMENT, DISMISSAL
OR other ORDER

____ **SETTLEMENT:** Within 10 days of service of Notice, Defendant Paid $ ____________, which is this day forwarded to Plaintiff. The Claim is settled: no costs are assessed against Defendant.

____ **JUDGMENT:** Defendant having failed to pay the above claim, demand a hearing, or a jury trial; and Plaintiff having filed a written request, Default Judgment is entered against Defendant_ for the amount of $____________ and for $________ costs.

Dated: ____________________, 19___.

Mary Ann Wilson
Clerk of the District Court

By: __________________________, Deputy.

JUDGMENT: Both Plaintiff and Defendant having appeared before me, and after allowing $__________ set off to Defendant, Judgment is entered against __________ Defendant __________ for $ 390^{00} or ____________ and $ 13^{00} costs.

OR PLAINTIFF HAVING APPEARED AND DEFENDANT HAVING FAILED TO APPEAR, Judgment is entered against Defendant for $____________ or ____________ and $_____ cost

OR DEFENDANT HAVING APPEARED TO ASSERT HIS COUNTERCLAIM, and Plaintiff having fail to appear, Judgment is entered against Plaintiff for $ ______________ or ______________________ and $ ____________ costs.

OR DEFENDANT HAVING ADMITTED THE CLAIM of Plaintiff and consented to have Judgment entered against him or her, Judgment is entered against Defendant for $_______ or ____________________ and $___________ costs.

DISMISSAL:

____ Defendant having appeared and Plaintiff having failed to appear, the claim is hereby dismissed with prejudice.

____ Neither Plaintiff nor Defendant having appeared, the claim is hereby dismissed.

ORDER: It is further ordered ____

____

____

Dated SEP 13 1977, 19____ ______________________________
DISTRICT JUDGE

DISTRICT COURT OF THE STATE OF OREGON FOR THE COUNTY OF COOS
SMALL CLAIMS DEPARTMENT

Kenneth L Gardner.
Plaintiff,

vs.

Harold Nesheim Jr. & Rick Nesheim
Dba Ronco Painting
Defendant(s).

Case No. SC 77-810

JUDGMENT, DISMISSAL
OR other ORDER

____ **SETTLEMENT:** Within 10 days of service of Notice, Defendant Paid $ ____________, which is this day forwarded to Plaintiff. The Claim is settled: no costs are assessed against Defendant.

____ **JUDGMENT:** Defendant having failed to pay the above claim, demand a hearing, or a jury trial; and Plaintiff having filed a written request, Default Judgment is entered against Defendant_ for the amount of $______________ and for $________ costs.

Dated: ____________________, 19___.

Mary Ann Wilson
Clerk of the District Court

By: ______________________, Deputy.

JUDGMENT: Both Plaintiff and Defendant having appeared before me, and after allowing $__________ set off to Defendant, Judgment is entered against Defendant for $ 390.00 or ____________ and $ 13.00 costs.

OR PLAINTIFF HAVING APPEARED AND DEFENDANT HAVING FAILED TO APPEAR, Judgment is entered against Defendant for $______________ or ____________ and $______ cost

OR DEFENDANT HAVING APPEARED TO ASSERT HIS COUNTERCLAIM, and Plaintiff having fail to appear, Judgment is entered against Plaintiff for $ ________________ or ______________________ and $ _____________ costs.

OR DEFENDANT HAVING ADMITTED THE CLAIM of Plaintiff and consented to have Judgment entered against him or her, Judgment is entered against Defendant for $________ or ____________________ and $ ___________ costs.

DISMISSAL:

____ Defendant having appeared and Plaintiff having failed to appear, the claim is hereby dismissed with prejudice.

____ Neither Plaintiff nor Defendant having appeared, the claim is hereby dismissed.

ORDER: It is further ordered ____

Dated SEP [illegible] 1977, 19____

DISTRICT JUDGE

8496 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: South Slough(Charleston) Bridge

WEEK ENDING: Sept. 9, 1977

SECTION PREFIX: 106-4242

HIGHWAY: Cape Arago

COUNTY: Coos

NAME OF JOB: South Slough(Chalreston) Bridge

KIND OF WORK: Painting & Safety Cables

CONTRACTOR: Ronco Painting

CONTRACT NUMBER: 8496

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 28, 1977

DATE WORK STARTED: April 28, 1977

ESTIMATED COMPLETION DATE: Sept. 9, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS: 60

WORK DAYS USED: 50

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 83%

PROJECT AUTHORIZATION: $114,477.10

EXCLUSIVE OF ENGINEERING: $104,479.10

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $99,980.00

ESTIMATED PERCENT: OVERRUN UNDERRUN -4.3%

ENGINEERING AUTHORIZATION: $9,998.00

This Wk. 0.00

ENGINEERING COST TO DATE: $10,400.00

PERCENT OF AUTHORIZATION: 104 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4	Mist	0		
MONDAY 5	Mist a.m.	0		Holiday
TUESDAY 6	Fair	1		
WEDNESDAY 7	"	1		
THURSDAY 8	" Wind	1		
FRIDAY 9	"	1		Project completed.
SATURDAY				

Routing
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes
Richards
Glenn
Berg
Church
Gebauer
Widmer

RECEIVED
SEP 12 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 4	No work.
5 MONDAY	Holiday - no work.
6 TUESDAY	No work.
7 WEDNESDAY	Crew returned to job site. Picked up holidays
8 THURSDAY	No work. Picked up few holidays.
9 FRIDAY	Stenciled paint job.
SATURDAY	

REMARKS

Jim Gix made final inspection on Friday, Sept. 9th.

Contractor sandblasting a boat at Kelly Boat works so won't remove equipment for another week or so.

Semi-final estimate and records will be sent to Region next Friday., Sept. 16th.

SIGNED Eugene H Clark LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

84916 1

Routing
Keasey
Cond
Jackmond
Harwood
Johnsen
Walker
Richards
Berg

RECEIVED
JUN 16 1977
CONSTRUCTION
SECTION

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Coquille, Oregon
June 15, 1977

SUBJECT: South Slough (Charleston) Bridge

FROM: Eugene H. Ash
Box 716
Coquille, Oregon

TO:
Bill Brown
District Engineer
Coos Bay, Oregon 97420

This is to inform you that we have a joint claim for damages to a boat moored upstream from the Charleston Bridge.

The boat number is OR 467 GJ named the Scrooagin II and is moored at the Charleston Charter Service, Inc. dock. I believe this is a private owned boat moored at their docks.

The owner has $100 deductible insurance and went directly to his own insurance Company.

The boat had an exceptional amount of dirt, asphalt, wood chips and creosote chips from bored holes resulting from the bridge crew working adjacent to his boat. The creosote wood chips stained the fiberglass boat.

In addition the fiberglass has rust spots on the fiberglass which would be Ronco Painting's obligation from the sand blasting operation under contract #8496.

I looked at the boat on the afternoon of June 14th. The first time was about the 9th of June I think. At least it was the day I mentioned to Dale Young that it looked like it was his dirt on the boat instead of the contractor's and I was on my way down to look at one of the charter boats.

CC: Construction
Cecil Head
Jack Sollis

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richar
Glenn

RECEIVED
JUN 16 1977
CONSTRUCTION
SECTION

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Coquille, Oregon
June 14, 1977

FROM: Eugene H. Ash
Box 716
Coquille, Oregon 97423

SUBJECT: South Slough (Charleston) Br.
Contract # 8496

TO:

Ronco Painting
3621 199th S.E.
Bothell, Washington 98011

Dear Sirs:

Enclosed is a copy of the letter I received from Betty Kay Charters. The other Boats from the Charleston Service - Tracer, Miss Carol, Karon, & Cabrilla have been in contact with you also as acknowledge from our previous telephone conversation.

I realize that not much can be done until near the end of your contract for painting and sandblasting but the problem exists and isn't going away.

I have told these people that I would contact them near the end of the project to check on the status of their claims. I have looked at the rust stains on the fibe glass but have not been involved in this type of a claim before. On the otherhand I can't see where the boat travels, that would put them in contact with particles of steel to cause the rust stains.

Yours truly,

Eugene H. Ash

Eugene H. Ash

cc: Gix
Construction ✓
Cecil Head
Jack Sollis

BETTY KAY
CHARTER

Discover
Charleston

296 S. CAMMANN
COOS BAY, OREGON 97420

KEN GARDNER ★ SKIPPER/OWNER (503) 888-3894

Routing
RECEIVED
JUN 16 1977
CONSTRUCTION
SECTION

___ Keasey
___ Bond
___ Jackmond
___ Harwood
___ Johnsen
___ Walker
___ Richards
___ Glenn
___ Berg

June 9, 1977

Mr. Ash, Engineer
Department of Highways
State of Oregon
Salem, Oregon

RE: Charleston Bridge Job

Dear Mr. Ash,

We are taking this opportunity to bring to your attention the circumstances resulting from this bridgework. We have the charter vessel BETTY KAY which is moored at the dock of Charleston Charter Service just 100 feet south of the bridge.

The residue falling from the sanding and painting is causing serious damage to the finish of our new boat. It would be appreciated if you would contact us regarding this matter at your earliest convenience.

The job foreman did contact us, on request, and indicated that the problem would be corrected, however we would like to state that a professional fiberglass man would be necessary to restore it to original condition.

We are sending a copy of this letter to our insurance carrier for their advisement also.

Very sincerely,

Ken & Shirley Gardner

Ken & Shirley Gardner

CC: Dunnan & Pates Agencies, Inc.
901 S. W. Washington Street
Portland, Oregon 97205

XC: Cecil Head
Jack Sollis

NOTED
C. W. HEAD

SALMON TROLLING BOTTOM FISHING TUNA TRIPS

8496 15

Commander
Aids to Navigation Branch
13th Coast Guard District
915 Second Avenue
Seattle, WA 98174

February 11, 1977

Maintenance Painting, Impaired Clearance
South Slough Bridge near Coos Bay
Cape Arago Highway, Coos County
Bridge 1940

A Bridge Permit dated December 7, 1933 authorized construction of the subject structure. This is a steel bridge which requires periodic maintenance painting. It is our intention to award a contract for such painting on March 24, 1977. This work should be completed by October 31, 1977.

In order to accomplish this work, it will be necessary to install staging which may decrease the vertical clearance below the steel span by a maximum of five feet. This encroachment will be limited to one-half of the navigation span at any time. The staging will be marked at the quarter points with red lights at night and by Coast Guard approved high visibility markers by day.

It is our understanding that this routine maintenance painting can be done under the existing bridge permit and that application for an additional permit is not required.

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Acting Bridge Engineer

RECEIVED
FEB 14 1977
Office of
Assistant State Highway Engineer

PAA:dh

bc R. L. Schroeder
D. H. Moehring
Alfred Shirley

8497 Catching Slough Br. on Coos 1977
River Hwy. at Eastside
(Cleaning & paint struct. steel)

8497 9

August 8, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On August 4, 1977, we wrote to you concerning release of final payment on Contract No. 8497 awarded to B-G Paint Co. for maintenance painting of the Catching Slough Bridge on the Coos River Highway in Coos County.

Final payment on this contract is $500 and the total contract amount is $25,550. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc B-G Paint Co.
1324 65th Ave. N.E.
Puyallup, WA 98371

bc C. T. Keasey
Walt Hart
V. E. Skoog - Attn: Dick Hacek
Alfred Shirley

8497

1/9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Catching Slough

WEEK ENDING: June 18, 1977

SECTION PREFIX: 106 - 4243

HIGHWAY: Coos River

COUNTY: Coos

NAME OF JOB: Catching Slough Bridge

KIND OF WORK: Maintence Painting

CONTRACTOR: B-G Paint Co.

CONTRACT NUMBER: 8497

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 28, 1977

DATE WORK STARTED: May 9, 1977

ESTIMATED COMPLETION DATE: June 14, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS: 60

WORK DAYS USED: 19

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 32

PROJECT AUTHORIZATION: $ 29,254.75

EXCLUSIVE OF ENGINEERING: $ 26,699.75

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 26,699.75

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

ENGINEERING AUTHORIZATION: $ 2,555.00

170.00

ENGINEERING COST TO DATE: $ 2,170.00

PERCENT OF AUTHORIZATION: 85 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: June 14, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	12	Fair	0		
MONDAY	13	Cloudy	1		
TUESDAY	14	Fair	1		Project Completed. K
WEDNESDAY					
THURSDAY					
FRIDAY					
SATURDAY					

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12	No Work
MONDAY 13	No Work. Contractor ran out of paint saturday.
TUESDAY 14	Finished painting north side U4 - U8 & L4 -L8. Finished wood guardrail & bridge ends. PROJECT COMPLETE
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED Eugene H Ach LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8497

February 11, 1977

Commander
Aids to Navigation Branch
13th Coast Guard District
915 Second Avenue
Seattle, WA 98174

Maintenance Painting, Impaired Clearance
Catching Slough Bridge near Coos Bay
Coos River Highway, Coos County
Bridge 2278

A Bridge Permit dated August 26, 1936 authorized construction of the subject structure. This is a steel bridge which requires periodic maintenance painting. It is our intention to award a contract for such painting on March 24, 1977. This work should be completed by October 31, 1977.

In order to accomplish this work, it will be necessary to install staging which may decrease the vertical clearance below the steel span by a maximum of five feet. This encroachment will be limited to one-half of the navigation span at any time. The staging will be marked at the quarter points with red lights at night and by Coast Guard approved high visibility markers by day.

It is our understanding that this routine maintenance painting can be done under the existing bridge permit and that application for an additional permit is not required.

[illegible]

R. W. Ellison
Acting Bridge Engineer

PAA:dh

bc R. L. Schroeder
D. H. Moehring
Alfred Shirley

RECEIVED
FEB 14 1977
Office of
Assistant State Highway Engineer

8498 Paulina Rock Prod. Project 1977
W. of Paulina

8498 8

August 15, 1977

Fidelity & Deposit Co. of Maryland
3005 1st National Bank Tower
1300 S.W. Fifth Avenue
Portland, OR 97201

Gentlemen:

On August 8, 1977, we wrote to you concerning release of final payment on Contract No. 8498 awarded to Cascade Crushing, Inc. for the Paulina Rock Production Project in Crook County.

Final payment on this contract is $500 and the total contract amount is $48,341.22. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Cascade Crushing, Inc.
4290 Airport Road
Sweet Home, OR 97386

Fidelity & Deposit Co. of Maryland
Baltimore, MD

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

8498 2

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Paulina Rock Production

WEEK ENDING: July 9, 1977

SECTION PREFIX: 7-8310

HIGHWAY: Paulina

COUNTY: Crook

NAME OF JOB: Paulina Rock Production

KIND OF WORK: Aggregate Crushing

CONTRACTOR: Cascade Crushing Inc.

CONTRACT NUMBER: 8498

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 28, 1977

DATE WORK STARTED: May 2, 1977

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: June 30, 1977

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $54,392.08

EXCLUSIVE OF ENGINEERING: $49,641.68

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $48,341.22

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3 %

ENGINEERING AUTHORIZATION: $4,750.40

ENGINEERING COST TO DATE: $5,289.94

PERCENT OF AUTHORIZATION: 111 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

DATE PROJECT WAS COMPLETED: June 13, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			9,995 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			9,995 CY		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JUL 11 1977
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	Semi-final estimate submitted to Region office.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

FINAL REPORT.

SIGNED H W Robertson LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8478 380 N

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/17/77

Donald L. Rout

3-24-77 Bid Letting ____________ All Clear Deadline

SECTION Paulina Rock Production

Highway Paulina

County Crook Co. Region ______

Type of Work Rock Prod. Funds State

State ✓ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☒	☐	☐	☐	☐	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒	☐	☐	☐	☐	

8498

380/11

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
April 22, 1975

FILE: CON 6-2

FROM: Carl M. Williams
Regional Engineer

TO: D. H. Moehring
Maintenance Engineer

SUBJECT: Paulina Rock Production Project
Paulina Highway
Crook County

Carl M. Williams

Contract proposals are to be received on the above project May 8, 1975. A problem has developed in that the lease on the proposed material source has expired.

Region personnel has contacted the BLM office in Prineville on renewing the lease. The BLM people verbally indicated there would be no problems on the permit but that the necessary paper work would require at least thirty days.

In view of these facts, the Region recommends that the project be withdrawn and rescheduled for June 19, 1975. The appropriate contractors on the present advertisement should be informed of this withdrawel.

CMW:pw

cc: J. H. Versteeg ✓
G. W. Martin
R. J. VanCleave

Scott
copy Swenson
R. Olson
copy Trout
gh

RECEIVED
APR 23 1975
DIVISION SECTION

Requires Reply ☐
☐
☐
Do not File ☐
Return To
Other

All Clear 4-16-75
8478 DLM

380 N

ENVIRONMENTAL REVIEW

Section Paulina
Highway Paulina
County Crook
Type of Work Rock Prod.
Date

ENVIRONMENTAL IMPACT STATEMENT: N/A - State Money

NEGATIVE DECLARATION: —

FISH COMMISSION: No contact necessary

WILDLIFE COMMISSION: No contact necessary

DIVISION OF STATE LANDS: No contact necessary

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: Yes - prospective source - Applic. made to DOGAMI, no apparent conflicts

OTHER:

8499 Seneca Rock Prod. Project 1977
S. of Grant/Harney Co. Line
on the John Day-Burns Hwy.

8499

5248

8

FILED
MAR 1 1978
NORMA PAULUS
SECRETARY OF STATE

1859
ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
MAR 1 1978
NORMA PAULUS
SECRETARY OF STATE

March 1, 1978

Mr. Robert M. Hebener
Route 1, Box 33
Burns, OR 97720

Dear Mr. Hebener:

This will acknowledge your claim letter of February 25, 1978, with attached exhibits, stating that Reid Bros. Trucking Company owes you for back wages as a cat dozer operator in the amount of $420.55.

This appears to be in reference to the Reid Bros. Trucking Company Contract No. 8499 for the Seneca Rock Production Project in Harney County.

The United States Fidelity and Guaranty Company furnished the bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

NOTED ON CARD
3-1-78

CWH:fkn

NOTED
C. W. HEAD

cc

Reid Bros. Trucking Company
P. O. Box 66
Prineville, OR 97754

United States Fidelity & Guaranty Co.
PO Box 3459
Portland, OR 97208

Hon. Norma Paulus - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
MAR 1 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Notice of Claim required by O.R.S. 279,526

Burns, Ore.
Feb 25-78

To
Oregon Department of Transportation, Highway Division

Notice is hereby given that the undersigned Robert M. Hebers has a claim for Back Wages as a Cat Dozer operator on Seneca Rock Production Contract 8499, a contract executed by Reid Bros Trucking Co. Inc of Prineville Ore — in the amount of $1420.55

As exhibits ~~to~~ in this matter attached, to & made a part of by reference, are two separate instruments, Exhibit "A", my letter to Reid Bros Trucking Co Inc. ~~Contract~~ Headed "Notice of Default & letter of Demand", Exhibit "B", Reid Brothers Trucking Co. Inc. letter back in answer to me.

I think that these 2 pieces of correspondence speak for themselves and are the only written material concerning this matter.

Respectfully
Robert M. Hebara
Rt 1 Box 37
Burns, Oregon 97720

RECEIVED
FEB 28 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

"Exhibit A" page

Notice of Default + Letter of Demand page 1

Reid Bros. Trucking Co. Inc.
P.O. Box 66
Prineville Ore 97754

Burns, Ore
Feb 2, 1978

Gentlemen;

It has been recently brought to my attention that you have failed to meet your contract obligations with the Oregon State Highway Commission on Contract # 8499 on which job I was employed by you as a D-8 dozer operator on your D-8 dozer. Your default of the contract was as follows, you paid me $6.30 per hour straight time on the following days without fringe benefits of $2.58 per hr.

Thursday July 21-77 - 10 hrs @ 6.30 = $63.00
Friday July 22-77 - 9 " " 56.70
Saturday July 23-77 - 12½ " 78.75
Sunday July 24-77 - 12 75.60
43.5 hrs @ $6.30 total paid $274.05

According to Contract # 8499 you have to pay the following hourly rate
Thursday July 21-77 - 8 hrs regular time @ $10.17 = $81.36 - overtime 2 hr @ 15.26 = $30.5
Friday July 22-77 - 8 hrs regular time @ $10.17 = $81.36 - " 1 " = $15.2
Saturday July 23 77 — — " 12½ " = $190.7
Sunday July 24-77 — 12 " = $183.1
16 hrs regular time @ $10.17 = $162.72 overtime 27½ hrs @ 15.26 = $419.6
$162.7

fringe 43½ hrs @ 2.58 per h. = $112.2
$694.6

Less payment 43½ hr @ 6.30 = $274.0

Balance due me $420.5

I was told by your Foreman Mr. Larry Schaffer that the job was ended (#8499) on Wed July 20-1977, hence the switch from $10.17 to $6.30 p
This was not correct as the following 4 days - July 21 thru July 24
[illegible]

Reid Bros. Trucking Co. Inc.
P.O. Box 66
Prineville Ore 97754

Burns, Ore
Feb 2, 1978

Gentlemen;

It has been recently brought to my attention that you have failed to meet your Contract Obligations with the Oregon State Highway Commission on Contract # 8499 on which job I was employed by you as a D-8 dozer operator on your D-8 dozer. Your default of the contract was as follows, you paid me $6.30 per hour straight time on the following days without fringe benefits of $2.58 per hr.

Thursday July 21-77 - 10 hrs @ 6.30 = $63.00
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16 hrs regular time @ $10.17 = $162.72 overtime 27½ hrs @ 15.26 = $419.6
$162.7

fringe 43½ hrs @ 2.58 per h. = $112.2
$694.6
Less payment 43½ hrs @ 6.30 = $274.0
Balance due me $420.5

I was told by your Foreman Mr. Larry Schaffer that the job was ended (#1 # 8499) on Wed July 20-1977, hence the switch from $10.17 to $6.30 per. This was not correct as the following 4 days - July 21 - thru July 24 worked under Mr. Schaffer's direction closing the quarry & removing equipment from the crusher site, & leveling up the crusher ~~site~~ so the job would be accepted by the local ~~State~~ Engineer Mr. Barry Kettler.

Exhibit A" page 2

Burns, Ore
Feb 7, 1978

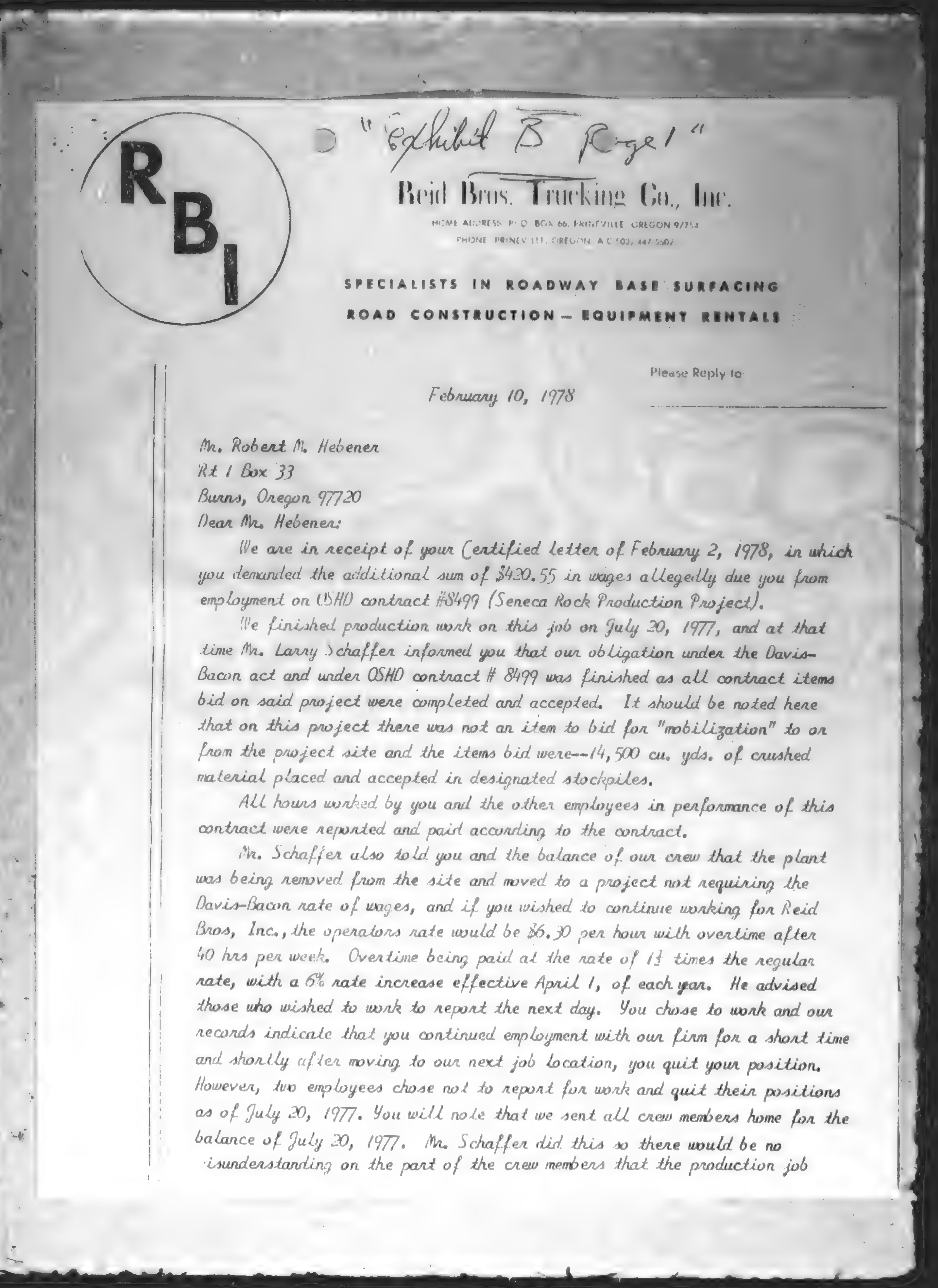
Notice of Default & Letter of Demand, page 2

Inasmuch as this was not a mistake, but a wilful act by you & through your Foreman Mr. Larry Schaffer I hereby make demand upon you in the amount of $120.55 of back wages under the Oregon Highway Commission Contract # 8499 & the provision ~~thereof~~ thereof. If I have not received the sum $120.55 within 10 days of receipt of this registered letter by you I will hand this matter to my attorney!

Sincerely
Robert M. Hehener
Rt 1 Box 33
Burns, Oregon 97720

~~Copy~~
C.C.
Mr. Barry Hatch Burns Ore
Oregon State Highway Commission Salem Ore.

RECEIVED
1978
COMM... SERVICES
DEPARTMENT OF TRANSPORTATION



"Exhibit B Page 1"

RBI

Reid Bros. Trucking Co., Inc.

HOME ADDRESS: P. O. BOX 66, PRINEVILLE, OREGON 97754
PHONE: PRINEVILLE, OREGON, A.C. 503, 447-5507

SPECIALISTS IN ROADWAY BASE SURFACING
ROAD CONSTRUCTION — EQUIPMENT RENTALS

Please Reply to

February 10, 1978

Mr. Robert M. Hebener
Rt 1 Box 33
Burns, Oregon 97720

Dear Mr. Hebener:

We are in receipt of your Certified letter of February 2, 1978, in which you demanded the additional sum of $420.55 in wages allegedly due you from employment on OSHD contract #8499 (Seneca Rock Production Project).

We finished production work on this job on July 20, 1977, and at that time Mr. Larry Schaffer informed you that our obligation under the Davis-Bacon act and under OSHD contract # 8499 was finished as all contract items bid on said project were completed and accepted. It should be noted here that on this project there was not an item to bid for "mobilization" to or from the project site and the items bid were--14,500 cu. yds. of crushed material placed and accepted in designated stockpiles.

All hours worked by you and the other employees in performance of this contract were reported and paid according to the contract.

Mr. Schaffer also told you and the balance of our crew that the plant was being removed from the site and moved to a project not requiring the Davis-Bacon rate of wages, and if you wished to continue working for Reid Bros, Inc., the operators rate would be $6.30 per hour with overtime after 40 hrs per week. Overtime being paid at the rate of 1½ times the regular rate, with a 6% rate increase effective April 1, of each year. He advised those who wished to work to report the next day. You chose to work and our records indicate that you continued employment with our firm for a short time and shortly after moving to our next job location, you quit your position. However, two employees chose not to report for work and quit their positions as of July 20, 1977. You will note that we sent all crew members home for the balance of July 20, 1977. Mr. Schaffer did this so there would be no misunderstanding on the part of the crew members that the production job

"Exhibit B Pg 2"

RBI

Reid Bros. Trucking Co., Inc.

HOME ADDRESS P. O. BOX 66, PRINEVILLE, OREGON 97754
PHONE PRINEVILLE, OREGON (A.C. 503) 447-[illegible]

SPECIALISTS IN ROADWAY BASE SURFACING
ROAD CONSTRUCTION — EQUIPMENT RENTALS

Please Reply to:

February 10, 1978

Page (2)

Mr. Robert M. Hebener

was finished.

If you insist in persuing this matter further, please have you attorney contact us immediatelly and we will make our records available to him and answer his questions.

Very truly yours,
REID BROS, INC.

Edwin W. (Ted) Reid, Jr.
President

RECEIVED
[illegible] 1978
CO[illegible] [illegible]VICES
DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 9, 1978

Robert M. Hebener
Rt. 1, Box 33
Burns, OR 97720

Re: Minimum Wage Rate Claim
Seneca Rock Production
Contract 8499

Dear Mr. Hebener:

Your February 2, 1978 Notice of Default and Letter of Demand has been received by this office.

Since the Highway Division has released all contract funds, it will now be necessary to negotiate with the contractor's Bonding Agency.

Your only recourse now is to file your claim with the Commission Services Section; attn: C. W. Head, Manager; 121 Transportation Building; Salem, OR 97310.

To assist you, a copy of Oregon Revised Statutes 279.528 is enclosed. Your claim should be filed using the format defined in the Statute. The name of the public body is: Oregon Department of Transportation, Highway Division.

Your claim should be sent to Mr. Head's office before February 28, 1978.

Very truly yours,

C. T. Keasey
Construction Engineer

by Gareld Inloes

Gareld Inloes
EEO & Labor Compliance
Coordinator

GI:mk

Attach.

bc: H. S. Coulter
C. W. Head ✓
Bud Gardner, Bureau of Labor

11

279.528 Execution and Contents of Notice of Claim; Notice a Public Record. (1) The notice of claim required by ORS 279.526 shall be presented to and filed with the Secretary of State or the clerk or auditor of the public body which let the contract.

(2) The notice shall be in writing substantially as follows:

To (here insert the name of the public body):

Notice hereby is given that the undersigned (here insert the name of the claimant) has a claim for (here insert a brief description of the labor or materials performed or furnished and the person by whom performed or furnished; if the claim is for other than labor or materials, insert a brief description of the claim) in the sum of (here insert the amount) dollars against the bond taken from (here insert the name of the principal and surety or sureties upon the bond) for the work of (here insert a brief description of the work concerning which the bond was taken).

________________(here to be signed).

---

(3) The notice shall be signed by the person making the claim or giving the notice.

(4) The notice, after being presented and filed, shall be a public record open to inspection by any person. (Amended by 1957 c. 650 § 7).

Routing
Keasey — RECEIVED — Richards
Bond — Glenn
Jackmond — FEB 7 1978 — Berg
Hopkins — Church
Johnsen — CONSTRUCTION SECTION — Gebauer
Inloes — Widmer

Notice of Default + letter of Demand page 1 of 2 pages

Reid Bros. trucking Co. Inc.
P.O. Box 66
Prineville Ore 97754

Burns, Ore
Feb 2, 1978

Gentlemen;

It has been recently brought to my attention that you have failed to meet your Contract obligations with the Oregon State Highway Commission on Contract # 8499 on which job I was employed by you as a D-8 dozer operator on your D-8 dozer. Your default of the Contract is as follows, you paid me $6.30 per hour straight time on the following days without fringe benefits of $2.58 per hr.

thursday July 21-77 - 10 hrs @ 6.30 = $63.00
Friday July 22-77 - 9 " " 56.70
Saturday July 23-77 - 12½ " 78.75
Sunday July 24-77 - 12 75.60
43.5 hrs @ 6.30 total paid $274.05

According to Contract # 8499 you have to pay the following hourly rate;
thursday July 21-77 - 8 hrs regular time @ $10.17 = $81.36 - Overtime 2 hr @ 15.26 = $30.5
friday July 22-77 - 8 hrs regular time @ $10.17 = $81.36 - " 1 " = $15.2
Saturday July 23-77 — - " 12½ " = $190.7
Sunday July 24-77 — 12 " = $183.1
16 hrs regular time @ $10.17 = $162.72 overtime 27½ hrs @ 15.26 = $419.65
$162.72
fringe 43½ hrs @ 2.58 per h. = $112.23
$694.60
Less payment 43½ hrs @ 6.30 = $274.05
Balance due me $420.55

I was told by your Foreman Mr. Larry Schiffer that the job was ended (#8499) on Wed July 20-1977, hence the switch from $10.17 to $6.30 per. This was not correct as the following 4 days - July 21 - thru July 24 of 2 pages

Reid Bros. Trucking Co. Inc.
P.O. Box 66
Prineville Ore 97754

Bend, Ore
Feb 2, 1978

Gentlemen;

It has been recently brought to my attention that you have failed to meet your Contract obligations with the Oregon State Highway Commission on Contract # 8499 on which job I was employed by you as a D-8 dozer operator on your D-8 dozer. Your default of the contract is as follows, you paid me $6.30 per hour straight time on the following days without fringe benefits of $2.58 per hr.

Thursday July 21-77 - 10 hrs @ 6.30 = $63.00
Friday July 22-77 - 9 " " 56.70
Saturday July 23-77 - 12½ " " 78.75
Sunday July 24-77 - 12 75.60
43½ hrs @ $6.30 total paid $274.05

According to Contract # 8499 you have to pay the following hourly rate,
Thursday July 21-77 - 8 hrs regular time @ $10.17 = $81.36 - overtime 2 hr @ 15.26 = $30.5
Friday July 22-77 - 8 hrs regular time @ $10.17 = $81.36 - " 1 " = $15.2
turday July 23-77 — - " 12½ " = $190.7
nday July 24-77 — 12 " = $183.12
16 hrs regular time @ $10.17 = $162.72 overtime 27½ hrs @ 15.26 = $419.65
$162.72
fringe 43½ hrs @ 2.58 per hr. $112.23
$694.60
Less payment 43½ hr @ 6.30 = $274.05
Balance due me $420.55

I was told by your Foreman Mr. Larry Schiffer that the job was ended (#8499) on Wed July 20-1977, hence the switch from $10.17 to $6.30 per. This was not correct as the following 4 days - July 21 - thru July 24 worked under Mr. Schiffer's direction closing the quarry & removing Equipment rom the Crusher site, & leveling up the Crusher ~~site~~ so the job would be accepted by the local ~~State~~ Engineer Mr. Barry Ke

Burns, Ore
Feb 7, 1978

Notice of Default & letter of Demand page 2

Inasmuch as this was not a mistake, but a wilful act by you & through your Foreman Mr. Larry Schaffer I hereby make demand upon you in the amount of $120.55 for back wages under the Oregon Highway Commission Contract # 8499 & the provision ~~[illegible]~~ thereof. If I have not received this sum $120.55 within 10 days of receipt of the registered letter by you I will ~~have~~ turn this matter to my attorney!

Sincerely
Robert M. Kehner
Rt 1 Box 33
Burns, Oregon 97720

~~Copy~~
c.c.
Mr. Barry Hatter Burns Ore
Oregon State Highway Commission Salem Ore.

8499

9

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 9, 1978

Robert M. Hebener
Rt. 1, Box 33
Burns, OR 97720

Re: Minimum Wage Rate Claim
Seneca Rock Production
Contract 8499

Dear Mr. Hebener:

Your February 2, 1978 Notice of Default and Letter of Demand has been received by this office.

Since the Highway Division has released all contract funds, it will now be necessary to negotiate with the contractor's Bonding Agency.

Your only recourse now is to file your claim with the Commission Services Section; attn: C. W. Head, Manager; 121 Transportation Building; Salem, OR 97310.

To assist you, a copy of Oregon Revised Statutes 279.528 is enclosed. Your claim should be filed using the format defined in the Statute. The name of the public body is: Oregon Department of Transportation, Highway Division.

Your claim should be sent to Mr. Head's office before February 28, 1978.

Very truly yours,

C. T. Keasey
Construction Engineer

by Gareld Inloes

Gareld Inloes
EEO & Labor Compliance
Coordinator

RECEIVED
STATE HWY ENGR
FEB 10 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

GI:mk

Attach.

bc: H. S. Coulter ✓
C. W. Head
Bud Gardner, Bureau of Labor

NOTED
H. S. COULTER

-#8499 8

September 7, 1977

U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Gentlemen:

On August 31, 1977, we wrote to you concerning release of final payment on Contract No. 8499 awarded to Reid Bros. Trucking Co. for the Seneca Rock Production Project in Harney County.

Final payment on this contract is $1,962.47 and the total contract amount is $75,595.49. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Reid Bros. Trucking Co.
P. O. Box 66
Prineville, OR 97754

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8499

8

August 26, 1977

Reid Bros. Trucking Co., Inc.
Post Office Box 66
Prineville, OR 97754

Gentlemen:

The number of days cited in our August 25 letter regarding extension of time on Contract No. 8499 on the Seneca Rock Production project in Harney County is in error.

The extension granted is for 19 days to delete all liquidated damages.

Very truly yours,

C T Keasey

For H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
Robert Church
W. E. Schwartz
Barry Hatcher
Richard Hacek

8499 9

RBI

Reid Bros. Trucking Co., Inc.

HOME ADDRESS: P. O. BOX 66, PRINEVILLE, OREGON 97754
PHONE: PRINEVILLE, OREGON (A.C.503) 447-5502

SPECIALISTS IN ROADWAY BASE SURFACING
ROAD CONSTRUCTION — EQUIPMENT RENTALS

Please Reply to:

August 26, 1977

Mr. H.S. Coulter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Refer: Seneca Rock Production
Contract No. 8499

Dear Mr. Coulter:

We are in receipt of your letter of August 25, 1977, granting us a complete time extension of 11 days. The letter implied we were being granted the time extension we had requested. The requested extension was for 19 days which is some 8 days more than you letter grants.

We are curious if this was not a typographical error and if you had ment to grant the requested 19 days.

Thank you for your time spent on this matter.

Very truly yours,
REID BROS. TRUCKING CO, INC.

D.K. Reid

D.K. Reid

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
AUG 29 '77
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8499

8

August 25, 1977

Reid Bros. Trucking Company, Inc.
Post Office Box 66
Prineville, OR 97754

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8499 for work on Seneca Rock Production project in Harney County.

Careful consideration was given to the reasons you submitted. In light of the available facts, a complete time extension of 11 days is granted as an administrative decision because our engineering costs for the project have not overrun and the crushed material was available when needed with no inconvenience or delay to the State or public.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
Robert Church
W. E. Schwartz
Barry Hatcher
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8499

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 19, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Seneca Rock Production
Contract No. 8499
Request for Time Extension

TO: H. S. Coulter
State Highway Engineer

Reid Bros. Trucking Company, Incorporated requests a 20-day time extension because of alleged wet weather stopping production during the month of May. This project covered stockpiling of three sizes of rock for a total of 14,500 cubic yards and a contract amount of $76,850. Some pertinent dates are:

Bids opened	3-24-77 (five bidders)
Contract sent	3-30
Work started (drilling)	3-30
Shot quarry	4-12
Moving in crusher	4-25
Specified completion date	6-30 Project 72% done
Actual completion	7-19 19 days liquidated damages at $75 per day

Reports indicate no work one week ending May 14 because of wet weather and the fact that the crusher was broke down. There were two subsequent interruptions of four days and three days during intermittent wet weather.

The Resident and Region recommend the complete time extension because the delay has caused no inconvenience to Maintenance. The contractor started work promptly and worked two shifts most of the time, so aside from the few days of breakdowns, I see no reason to fault his efforts. The engineering costs may underrun the authorization just slightly (the final estimate has not been received yet).

Under the circumstances, I concur with the field recommendations for a complete extension. This is similar to the Long Creek Rock Production project where we recently granted a complete 11 day extension; the difference being on that project, we also had a significant engineering underrun. A rough draft letter to the contractor is attached.

JAB:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
AUG 24 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8499 Contractor Reid Bros. Trucking Co., Inc.

Highway John Day-Burns Highway

Section Seneca Rock Production

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend a complete time extension of 11 days as an administrative decision. Engineering costs are within authorization and the material was available when needed with no inconvenience or loss to public.

Recommended for Approval:

~~Division Engineer~~ REGIONAL CONSTRUCTION ENGINEER

for Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No. 8499

Project designation State (State-Federal)

Date awarded March 28, 1977

Work started March 28, 1977

Per cent completed 100% 7/19/77 (Date)

No. of Workdays Allowed 94

No. of Workdays Used 114

Specified Completion Date 6/30/77

No. of Added Workdays Requested 20

SP*6296-734

B-330 (Rev.)—5M—9-64

RECEIVED
AUG - 3 1977
B. N. HATCHER
RES. ENGR.

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 28, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 7-1-77 days to 7-20-77 days, within which to complete our Contract No. 8499, without the assessment of liquidated damages. The said contract is described as follows:
Rock Production on the Seneca Section of the John Day- Burns Highway in Harney County.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Wet weather during month of May 1977 had our operations shut down for most of the month. We operated out plant on a 2 shift basis in order to finish production by July 1, 1977, but the many days of rainy weather in the normally dry months of May and June prevented us from finishing on time.

Respectfully submitted,

REID BROS. TRUCKING CO. INC.
Contractor

By D. K. Reid

CONSENT OF SURETY

Date August 2, 1977

We, United States Fidelity & Guaranty Company of Maryland
(under bond #63 0120 407 77), as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. Pat Metke
Attorney-in-fact
J. Pat Metke

(SEAL)

J. Pat Metke
Resident Agent
J. Pat Metke

8499 2

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Seneca

WEEK ENDING: 8-6-77

SECTION PREFIX: 13-8327

HIGHWAY: John Day - Burns

COUNTY: Harney

NAME OF JOB: Seneca Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: Reid Bros Trucking Co., Inc.

CONTRACT NUMBER: 8499

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 28, 1977

DATE WORK STARTED: March 28, 1977

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: March 28, 1977

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $87,993.25

EXCLUSIVE OF ENGINEERING: $80,308.25

ENGINEERING AUTHORIZATION: $7,685.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $76,850.00

ENGINEERING COST TO DATE: $6,889.59

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 87

ESTIMATED PERCENT: UNDERRUN 4 %

PERCENT OF AUTHORIZATION: 90 %

DATE PROJECT WAS COMPLETED: July 19, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			14,500 CY		
TOTAL QUANTITIES CORRECTED TO DATE			14,226 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			14,226 CY		
AVERAGE DAILY QUANTITIES			0 CY		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear - Hot			
MONDAY	Partly Cloudy - Hot			
TUESDAY	" "	"		
WEDNESDAY	Clear - Hot			
THURSDAY	Partly Cloudy - Hot			
FRIDAY	" "	"		
SATURDAY				

Routing
Keasey — Richards
Bond B — Glenn
Jackmond — Berg
Hopkins — Church
Johnson — Gebauer
Inloes — Widmer

RECEIVED
AUG 8 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 31	No work.
Aug. 1 MONDAY	" "
2 TUESDAY	" "
3 WEDNESDAY	" "
4 THURSDAY	" "
5 FRIDAY	" "
SATURDAY 6	" "

REMARKS

Contractor moved out.

Office working on semi-final estimate.

Final Report.

SIGNED B. N. Hatcher by K. L. Fordice LOCATION Barns

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

8499 48 N

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/17/77

Donald L Rust

3-24-77 Bid Letting ____________ All Clear Deadline

SECTION Seneca Rock Production
Highway John Day - Burns
County Grant Region 5
Type of Work Rock Prod. Funds state
State ↙ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:

Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	

CULTURAL:

Cultural Survey	☒	☐	☐	☐	☐	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:

Noise Study	☒	☐	☐	☐	☐	

8500 Bly Rock Prod. Project W. 1977
of Bly on the Klamath Falls-
Lakeview Hwy.

8500

8

December 13, 1977

Fidelity & Deposit Company of Maryland
Suite 1000, Lloyd 500 Building
500 N.E. Multnomah
Portland, OR 97232

Gentlemen:

On December 9, 1977, we wrote to you concerning release of final payment on Contract No. 8500 awarded to Stukel Rock & Paving, Inc., for the Bly Rock Production Project on the Klamath Falls-Lakeview Highway in Klamath County.

Final payment on this contract is $2,366.25 and the total contract amount is $47,325. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Stukel Rock & Paving, Inc.
P. O. Box 235
Klamath Falls, OR 97601

Fidelity & Deposit Co. of Maryland
Baltimore, Maryland

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

8500 8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8500

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 9, 1977

FROM: John A. Bond
Contract Administration Engineer

SUBJECT: Bly Rock Production
Contract No. 8500

TO: MEMO TO THE FILES

Unusual circumstances exist concerning the final estimate for this project. It covered stockpiling of four sizes of aggregate. What would ordinarily have been the final quantity remeasure showed overruns of from 17 to 43 percent from the contract quantities in the actual stockpiles. This is set forth in a July 26 letter from the Resident Engineer to the contractor stating that plan quantity would be the final pay item and suggesting removal of the excess "or other negotiations." We expected some further documentation on this. Had the contractor removed the overrun quantities, a remeasure would have been necessary to arrive at the actual material delivered to the State. A reduced price for some part of the overrun quantity with the material to remain in stockpile and become the property of the State would have been another alternative. This office was never consulted on the matter and as we had no third notification notice, the project then appeared on our monthly listing of pending projects in the finaling stage for the past several months. (copies go to the Regions.) Net contract quantities had been paid on the last progress estimate and full cash contract retainage was held.

Last week we received a postdated third notification notice using the date of August 1, 1977 for the project completion. This prompted an exchange of communication with the Region 4 office which resulted in Mr. Pool's December 2 letter which is attached. State forces have moved some of the rock and the contractor has removed some. All we can really document are the quantities originally produced. We have no formal agreement with the contractor that payment for just the contract quantity is acceptable to him.

We believe there is no good purpose to be served by any further delay at this stage. We are proceeding with a final estimate which will be sent to the contractor soon. If the contractor signs it with no protest, there is presumably no further problem from that direction as far as this contract is concerned. This will include payment of the accrued interest on the retainage we have held.

JAB:fr
Att.
cc: H. S. Coulter
Carl Williams
R. L. Gebauer

RECEIVED
STATE HWY ENGR
DEC 12 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H.S. COULTER

Keasey
Bond
Jackson
Hopkins
Johnson
Inloes

RECEIVED
DEC 5 1977
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Widmer

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701

December 2, 1977

FILE: CON 5
8500

Robert Pool

FROM: Robert C. Pool
Regional Construction Engineer

SUBJECT: Bly Rock Production

TO: C. T. Keasey
Construction Engineer

ATTN: John Bond

The Bly Rock Production contract was completed on July 21, 1977, however, due to an oversight, the third notification was not submitted until just recently. The semi-final data was submitted to you on August 8, 1977.

Quantities of rock produced by the contractor were in excess of the contract amount, however we indicated in the semi-final that only the contract amount should be paid.

On August 25, 1977,District Engineer John Gunter, with concurrence of Region Office, made an agreement with Stukel Rock and Paving to borrow 1,677 cubic yards of rock which was produced under the Bly contract. This agreement has recently been formalized in a written agreement. The rock will be replaced in kind this winter. Maintenance forces have also used various quantities of rock during the summer.

We consider the contractor's obligation on this contract to be complete.

RCP:pw

OREGON STATE
HIGHWAY DIVISION
Klamath Falls, Oregon

July 26, 1977

Stukel Rock & Paving, Inc.
P.O. Box 235
Klamath Falls, Oregon 97601

Subject: Bly Rock Production
Contract No. 8500
Klamath County
FINAL QUANTITIES

Attention: Don Clamuch

This office has finished remeasure and computing of the project Oil Aggregates, which are as follows:

Size	Plan Quantity	Final Quantity	
1¼ - ¾	5,500 C.Y.	4,460.90 C.Y.	28%
¾ - ½	1,500 C.Y.	1,752.05 C.Y.	17%
½ - ¼	1,500 C.Y.	2,141.40 C.Y.	43%
¼ - 10	1,500 C.Y.	2,001.59 C.Y.	33%

The reason for the overage is the stockpiles were not built as staked.

The plan quantity will be the final pay item.

I suggest you contact John Gunter, District Engineer, and make arrangements for removal of the excess or other negotiations.

L. J. Dunn

Resident Engineer

cc: John Gunter
Region Office
File

8500 2

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Bly Rock Production

WEEK ENDING: July 30, 1977

SECTION PREFIX: 18-8349

HIGHWAY: Klamath Falls-Lakeview

COUNTY: Klamath

NAME OF JOB: Bly

KIND OF WORK: Rock Production

CONTRACTOR: Stukel Rock & Paving, Inc.

CONTRACT NUMBER: 8500

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 28,1977

DATE WORK STARTED: July 21, 1977

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: - SUPERVISION: -

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: June 30, 1977

PERCENT OF TIME ELAPSED: 122

PROJECT AUTHORIZATION: $ 56,248.13

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ENGINEERING AUTHORIZATION: $ 4,912.50

EXCLUSIVE OF ENGINEERING: $ 51,335.63

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 48,577.49

ENGINEERING COST TO DATE: $ 4,912.50

DATE PROJECT WAS COMPLETED: July 21, 1977

ESTIMATED PERCENT: [redacted] UNDERRUN 5.4 %

PERCENT OF AUTHORIZATION: 100 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1¼" - ¾"	⅜" - ½"	½" - ¼"	¼" - #10	
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,500 CY	1,500 CY	1,500 CY	1,500 CY	
TOTAL QUANTITIES CORRECTED TO DATE	"	"	"	"	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"	"	"	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear - Warm	w/scattered		clouds P.M.
MONDAY	Clear - Warm	w/scattered		clouds P.M.
TUESDAY	Clear - Warm			
WEDNESDAY	Clear - ~~Warm~~ - Hot			
THURSDAY	Clear - Warm			
FRIDAY	Clear - Warm			
SATURDAY	Clear - Warm			

RECEIVED
AUG 1 1977
CONSTRUCTION SECTION

Routing
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes
Richards
Glenn
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	See Remarks
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Office personnel completed the semi-final estimated and submitted to Region Office.

This is the last weekly report for the project.

SIGNED E. J. Dunn LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8501 Cottage Gr.-Martin Cr. Sec. 1977
of Pacific Hwy.
(Grad.,pave,barriers,struct. & sign)

8501

July 16, 1982

Mr. Robert Neuberger
806 S.W. Broadway, 9th Floor
Portland, OR 97205-3393

CON 5
#8501

Dear Mr. Neuberger:

Our Chief Counsel Jack Sollis asked that we forward to you the attached copy of Contract No. 8501 with S. D. Spencer and Son for work on the Cottage Grove-Martin Creek Section of the Pacific Highway in Lane County. Since we did not have an extra copy, it was necessary that we xerox it for you. It is our policy to charge 10 cents per page. Your check in the remittance of $19.40, payable to the Department of Transportation, Highway Division, and mailed to 121 Transportation Building, Salem, OR 97310, will be appreciated.

Also attached are the "as constructed plans." The Road Design Section of the Highway Division will bill you separately for these plans.

If you have any questions, please call me at 378-6526.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RN:is
Enclosures

bc: Jack Sollis

[illegible]
[illegible]

8501

cy: State (H S Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 7	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 2-9-81	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. I-5-3(109)170
COMPLETION DATE 11-8-79	ACCEPTANCE DATE BY CONTRACT AGENCY 8-6-80	TIME ELAPSED See below %	CONTRACT TIME 450 CWD
APPROVED EXTENSIONS 33 CWD Unit A 162 CWD Unit B	LOCATION NCL Cottage Grove, S. 5.23 miles along I-5		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
FEB 12 '81
REFER TO
Kenney
FOR
Info R/D D/R Sign

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COTTAGE GROVE-MARTIN CREEK SECTION
PACIFIC HIGHWAY
Safety Overlay and Bridge Restoration

The work on this project consists of (1) overlay with high-type pavement [existing facility consisting of four 12-ft. lanes with 10 ft. right and 6 ft. left shoulders and a 16 ft. median]; (2) safety revisions to bring to present interstate standards roadway slopes, signs, guardrail, median barrier, minor drainage structure and other appurtenances; (3) railroad protective devices required; (4) incidental work common to this type of project; and (5) raise three bridges [2 twins and 1 single].

The project was jointly financed using interstate and consolidated primary Federal-aid funds. The overall length of the project is 5.2 miles which is financed with interstate funds except where consolidated primary funds were used for bridge deck reconstruction required to obtain adequate structural integrity to accept the overlay.

A contract in the amount of $3,482,711.51 was awarded G. D. Spencer, Vancouver, Washington on March 29, 1977. Work began on August 18, 1977 and was completed in reasonably close conformance with the approved plans and specifications on November 8, 1979 at a final cost of $3,851,853.80 which includes $3,289,156.53 for bid item work, $86,336.75 for approved changes, $6,395.49 for Force Account Work, $20,550.00 credit

(continued to next sheet)

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 2-9-81	TITLE Field Operations Engineer	DATE 2-10-81

for liquidated damages and $454,399.74 for construction engineering.

The contract allowed 150 CWD for Unit A work (covering all bridge deck repair and dense concrete resurfacing) and 450 CWD for Unit B work (all remaining work). The contractor used a total of 230 CWD for Unit A work and 657 CWD under Unit B. Time extensions in the amount of 33 CWD for Unit A and 162 CWD for Unit B was approved leaving 47 CWD at $150/day under Unit A and 45 CWD at $300/day under Unit B for which liquidated damages in the total amount of $20,550.00 was assessed.

All material incorporated into the work were tested and found to meet specification requirements except for approximately 22 percent of the Class "B" asphalt concrete mix which failed to meet gradation specifications. Liquidated damages in the amount of $2,500 was assessed accordingly. In addition, liquidated damages in the amount of $500 was assessed for not meeting compaction specification requirements for the Class "B" asphalt concrete mix.

The reasons for overruns and underruns have been explained in a satisfactory manner (copy of the justification attached to Division Office copy of this report).

8501 1-5

Doug Greene
Resident Engineer

October 15, 1980

Fred Eriksen
Design Engineer Supervisor
Fred Eriksen
Cottage Grove-Martin Creek
Pacific Highway
Lane County

Your as constructed narrative report had some interesting comments. It was very unusual that the work started a year after the contract award.

I will be mindful of your poor experience with the use of traffic counter hose as an advance warning device. I am sure we can develop something that will give satisfactory results. The plastic markers you suggested would probably do quite well.

I am disappointed with the result of using precast bridge end panels. It seemed like such a good idea at the time. We had hoped the use of precast panels would make the operation much easier and quicker. Perhaps if the paving ledge (support) problem that you encountered can be overcome the panels would be satisfactory.

FE:ab
cc: Alfred Shirley, Jr.

8501

L

August 12, 1980

St. Paul Fire & Marine Insurance Co.
500 N.E. Multnomah, Suite 700
Portland, OR 97232

CON 5
Contract #8501

Gentlemen:

On August 7, 1980, we wrote to you concerning release of final payment on Contract No. 8501 awarded to S. D. Spencer & Son for work on the Cottage Grove-Martin Creek Section of the Pacific Highway in Lane County.

Final payment on this contract is $37,576.80 and the total contract amount is $3,391,058.57 including $36,115.29 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dms

cc: S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98668

bc: C. T. Keasey
Walt Hart
Alfred Shirley

8501

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 23, 1980

In Reply Refer to
File No. CON 5 #8501

S. D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, WA 98661

NOTED
H. S. COULTER

Re: Contract Time Extension Appeal
Cottage Grove-Martin Creek Section
Contract No. 8501
FAP No. I-5-3(109)170

Gentlemen:

On July 1, 1980, a meeting was held in my office with Mr. Otis Jordan of your firm to review our findings on your previous request for additional contract time on the above project.

Additional contract time for delays associated with the temporary illumination added to the project is not warranted. A time extension of 72 calendar workdays on Phase "B" of the contract was granted on September 22, 1978 for temporary illumination delays. After careful review, I find that these 72 calendar workdays fully restores to you the additional time required due to the added temporary illumination.

During the July 1 meeting, several possible delays associated with the performance of "extra work" were discussed. These items had not previously been claimed by you as delays to the completion of the project. A careful review has been made of the effect of "extra work" performed on the completion of the project. A contract time extension of 33 calendar workdays for Phase "A" and 34 calendar workdays for Phase "B" is granted for delays resulting from the performance of "extra work" under E.W.O. Nos. 3, 9, 11 and 14 and P.A. Nos. 10 and 28.

There remains liquidated damages of 47 days on Phase "A" and 45 days on Phase "B" of this contract.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter
Alfred Shirley (w/att.)
D. W. Greene "
Robert Church "
FHWA "

RECEIVED
STATE HWY ENGR
JUL 25 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

#8501

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IR-5-3(109)170
Cottage Grove-Martin Creek Sections
Claim Settlements
Price Agreements #28 and #29

Date: July 1, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Keasey's letter of June 23, 1980, and Mr. Jackmond's letter of June 24, 1980, explain the rationale in arriving at claim settlements of $21,606.50 and $5,275.81 in Price Agreements #29 and #28 respectively.

These payments represent full payment for any and all claims except for a time extension request.

I concur with these two price agreements.

G. K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
JUL - 8 '80
REFER TO Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Orig w/att

8501

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Cottage Grove-Martin Creek

WEEK ENDING: June 6, 1980

SECTION PREFIX: 620-1088

HIGHWAY: Pacific

COUNTY: Lane

NAME OF JOB: Cottage Grove- Martin Creek

KIND OF WORK: Grade, Pave, Barriers, Structures ane Signes

CONTRACTOR: S. D. Spencer & Son

CONTRACT NUMBER: 8501

FEDERAL AID PROJECT NUMBER: I-5-3(109)170

DATE OF CONTRACT: May 29, 1977

DATE WORK STARTED: Aug. 18, 1977

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR Workdays 578

CALENDAR DAYS USED: 657

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 113

PROJECT AUTHORIZATION: $ 3,977,970.20

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 3,694,429.00

ENGINEERING AUTHORIZATION: $ 283,540.92

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 3,356,402.04

ENGINEERING COST TO DATE: $ 429,596.32

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98

This week 200.00

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 9.1 %

PERCENT OF AUTHORIZATION: 151 %

DATE PROJECT WAS COMPLETED: Nov. 8, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		Project Complete			
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUN 1980
CONSTRUCTION
BRANCH
Richards
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Project Complete
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Mileage for June, 1980 to date is 6,737
Mileage for June, 1979 was 6,832
This will be the last report as the semi-final will be submitted Monday, June 9, 1980 to Region office. A few certifications and payrolls have not yet been received.

SIGNED W. H. Mee For D. W. Greene, Resident Engineer
LOCATION Eugene, Or.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

8501

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction
DEPT.

378-6318
TELEPHONE

FILE: CON 5 #8501

TO: Memo to Files

DATE: May 12, 1980

MDGlenn

FROM: M. D. Glenn
Quality Control Engineer

SUBJECT: Cottage Grove-Martin Creek
FAP No. I-5-3(109)170
Contract No. 8501
Recomputed Price Adjustment for
Non-Spec. A.C. Mixtures

The price adjustment for acceptance of non-spec. A.C. mixtures has been recomputed in accordance with our March 1978 agreement with the FHWA:

Bid Item		Amount P.A. #27	Recomputed Amount
23 - Class "B" or Class "C" Asphalt Concrete Mix		$2,438.02	$3,826.40
24 - Class "E" A.C. Mix		-	407.14
	Total	$2,438.02	$4,233.54

The difference in amounts is $1,795.52. The amount to be credited to the project on a nonparticipating basis is $897.76.

MDG:fr

Att.

Noted
H. S. COULTER

cc: H. S. Coulter
FHWA/Att.
Jim Gix
D. W. Greene
Bob Church/Att.
John Jenkins
Jim Kinns - Accounting
Test File

RECEIVED
STATE HWY ENGR
MAY 13 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

#8501

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division
TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5 #8501

February 12, 1980

S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98661

[illegible]
S. COULTER

Gentlemen:

Re: Review of Initial Time Extension Request
Cottage Grove-Martin Creek
FAP No. I-5-3(109)170
Contract No. 8501

We have given careful consideration to your "Supplement to Original Request" for additional contract time on the above project. It appears that our original analysis considered the facts as known to us and that your "Supplement" provides no alteration of those facts or additional data. We find no reason at this time to alter our previous findings.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

bc: H. S. Coulter
Alfred Shirley
D. W. Greene

RECEIVED
STATE HWY ENGR
FEB 13 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

#8501

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5 #8501

February 12, 1980

S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98661

Gentlemen:

Re: Time Extension Request
Phase "B"
Cottage Grove-Martin Creek
Contract No. 8501
FAP No. I-5-3(109)170

Your request for a contract time extension for Phase "B" of the above project has been very carefully reviewed. A time extension of 56 calendar workdays is hereby granted to restore time charged after substantial project completion while awaiting your performance of required corrective work.

Please contact Resident Engineer Greene if you have further questions in this matter.

Sincerely,

C. T. Keasey

C. T. Keasey
Assistant State Highway Engineer

Noted
H. S. COULTER

CTK:OBJ:fr

bc: H. S. Coulter
Alfred Shirley
D. W. Greene
Robert Church
FHWA

RECEIVED
STATE HWY ENGR
FEB 19 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File ✓

#3501

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

11-8-79

LETTER OF APPROVAL A /OR AUTHORIZATION

FEDERAL AID PROJECT NO
I- -3(109)170

STATE T NO.
See below

COUNTY NAME
Lane

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Adminstrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70003

TO:
Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
3-2-77	10-18-79	Interstate 5	Primary 1

GENERAL LOCATION:
Cottage Grove - Martin Creek Section

GENERAL DESCRIPTION OF WORK:
Repair armored corner of bridge

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

FRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCFED ON ~~AN AGREED~~
~~PRICE AND/~~OR FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 10-18-79, as requested in Mr. Keasey's letter of 10-29-79 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 11 is approved for TEC NTE $3,500 Federal Funds $3,228.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-8-79		for Division Administrator

M PR-1240
V. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

5393 #8501

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
OCT 30 8 59 AM '79
NORMA PAULUS
SECRETARY OF STATE
FILE NO.: CON 5
#8501

October 29, 1979

Concrete Products, Inc.
P. O. Box 188
Ontario, OR 97914

Attention: Johnny R. Flynn

FILED
[illegible]
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your recent letter with attached copy of a construction lien indicating that S. D. Spencer & Son owes you $4,404.50 for concrete median barriers.

This appears to be in connection with the S. D. Spencer & Son Contract No. 8501, Cottage Grove-Martin Creek Section of the Pacific Highway in Lane County.

The St. Paul Fire and Marine Insurance Co. furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been satisfied.

NOTED ON
11-1-79 kkr

Sincerely,

C. W. Head
C. W. Head
COMMISSION SERVICES

CWH:kkr
cc: St. Paul Fire & Marine Insurance Co.
Portland Office
500 N.E. Multnomah, Suite 700
Portland, OR 97232

S. D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, WA 98668

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

CONCRETE PRODUCTS, INC.

P.O. Box 188, Ontario, OR 97914

October 12, 1979

Highway Department
STate of Oregon
Salem, OR

# 8501

Gentlemen:

Enclosed is a copy of a lien that is being filed in the County Clerk's Office in Lane County. S.D. Spencer & Son has failed to pay the remaining balance due.

Sincerely,

Johnny R. Flynn

Enc.

cc Ottis Jordan
S.D. Spencer & Son

OCT 17 1979
[illegible]

Claimant claims a lien for the amount last stated upon the said improvement and upon the site, to-wit: the land upon which said improvement is constructed, together with such space about the same as may be required for the convenient use and occupation of the improvement constructed on said site, to be determined by the court at the time of the foreclosure of this lien.

In construing this instrument, the masculine pronoun means and includes the feminine and the neuter, and the singular includes the plural, as the circumstances may require.

Dated this 11 *day of* October, *19*79.

Concrete Products, Inc.

Claimant

I, Johnny R. Flynn, *being first duly sworn, depose and say: That I am the* President of Concrete Products, Inc. *claimant named in and who signed the foregoing instrument; that I have knowledge of the facts therein set forth; that all statements made in said instrument are true and correct, as I verily believe.*

Subscribed and sworn to before me this 11th *day of* October, *19*79.

(SEAL)

Notary Public for Oregon. My Commission expires 5-1-83

NOTICE TO THE OWNER of the land described in the attached copy of claim of lien:

Please be advised that the original claim of lien of which the attached is a true copy was filed and recorded in the office of the recording officer of .... County, Oregon, on ...., 19....

Claimant

Note: Section [illegible] Chapter [illegible], Oregon Laws 19[illegible] provides:

"A person filing a claim for a lien as provided by ORS 87.035 shall deliver to the owner a notice in writing that the claim has been filed. The notice shall be delivered not later than 20 days after the date of filing."

Note: The foregoing lien is created by subsection 1 of ORS 87.010. Section ORS 87.035 provides: "Every person claiming a lien under said section (1) or (2) of ORS 87.010 shall file the claim not later than 90 days after he has ceased to provide labor, rent equipment or furnish materials or [illegible] days after completion of construction, whichever is earlier." Also that the lien claim "shall be filed for recording with the recording officer of the county or counties in which the improvement or some part thereof, is situated."

CLAIM OF
CONSTRUCTION LIEN
LABOR AND OR MATERIALS
(FORM No. 126)

Lien Claimant

Owner

SPACE RESERVED
FOR
RECORDER'S USE

STATE OF OREGON

County of

I certify that the within instrument was filed in my office on the ...... day of ...., 19...., at ...... o'clock ....M., and recorded in book .... at page ...., or as file/reel No. .... of the Construction Lien Book of said County.

Witness my hand and seal of County affixed.

Recording Officer

By

Deputy

FORM NO. 126—CONSTRUCTION LIEN—Labor and/or materials.
1976

STEVENS-NESS LAW PUB. CO., PORTLAND, OR. 97204

KNOW ALL MEN BY THESE PRESENTS: *The undersigned, hereinafter called the claimant, has performed labor and/or furnished materials at the special instance and request of* Ottis Jordan of S.D. Spencer & Son *who at all times herein mentioned was the* ☐ *original contractor,* ☐ *subcontractor,* ☒ *construction agent,* ☐ .... *or* ☐ *other person (indicate which) having charge of the construction of that certain improvement known as* Concrete Median Barrier on Highway I5 *situated upon certain land in the County of* Lane*, State of Oregon, which is the site of said improvement, described as follows:*

Cottage Grove - Martin Creek Section - Highway I-5

#8501

Address, if known (if unknown, so state) Cottage Grove - Martin Creek Section on Highway I-5*, in said county and state.*
Number, Street and City

The name of the owner or reputed owner of said land is State of Oregon*, who, at all times herein mentioned had knowledge of the construction of said improvement.*

The name of the person who employed claimant to perform said labor and/or to furnish said materials is S.D. Spencer & Son

The kind of labor so performed and/or materials so furnished by claimant is:

Labor (if no labor performed, insert the word "none")
none

Materials (if no materials furnished, insert the word "none")
Concrete Median Barriers

Claimant commenced to perform said labor and/or to furnish said materials on 1/24*, 19*78*, and completed same on* not completed yet*, after which he ceased to provide and/or to furnish materials.*

The following is a true statement of claimant's demand after deducting all just credits and offsets, to-wit:

Labor	$
Materials	$ 87,750.00
	$
Preparation of this claim of lien (ORS 87.910)	$ 10.00
Recording fees	$ 7.00
Total	$ 87,767.00
Less all just credits and offsets	$ 83,362.50
Balance due claimant	$ 4,404.50

12-13-78

8501

NARRATIVE REPORT

Precast Bridge End Panels

Cottage Grove Martin Creek
Pacific Highway
Lane County
Contract No. 8501

On the above subject contract precast or prestressed bridge end panels were specified for use at all structures. Structures covered by stage construction and not under traffic were excavated in the usual manner & the contractor permitted to use the area as a precasting bed allowing the panels to be cast in place.

During the above mentioned phase of the operation's it was found that some existing paving ledges did not provide enough clearance to accomodate the 12-inch precast panels, as these particular panels were being cast in place this posed no problem. After finding a discrepancy in the clearances on the above structures cores were taken of all remaining structures where precast panels would be placed under traffic.

After coring, two of the five structures to receive panels under traffic did not have sufficient clearance, pile bents were driven (10BP42 @ 20 ton bearing, with 10BP42 cap welded to H pile) to support end panels, H piles were purchased under Price Agreement with placing being paid by extra work order. The width of existing paving ledge from bridge end to end of panel was backfilled with class 5,000 - 1" concrete with calcium cloride added to accelerate set.

Pile bents were driven one half roadway width at each end of structure allowing traffic to be carried while the other side was completed, all work was done under traffic controlled by signing & flagmen.

One other problem that was encountered was at structures that had been widened leaving the old parapet end section protruding beyond paving ledge, as panels were cast in place this did not present a problem, consideration should be given if precast panels are to be

more

used allowing for block outs at these points.

Areas where precast panels were to be placed were over-excavated to provide for bedding material 1"-0 shoulder aggregate approximately 3 to 4 inches.

In conclusion if precast panels are anticipated for use on a project the following should be considered.

(1) Preliminary coring at bridge ends, check on depth of paving ledge.

(2) If structure has been remodeled, check if old parapet end section has been removed or if it protrudes beyond existing paving ledge.

There are probably other problems that were not touched upon, but in essence the above are the ones we encountered.

The Special Provisions should address the following items:

(1) Digout 3 to 4 inches deeper than required and area backfilled with sand or $\frac{1}{4}$-0 material.

(2) Casting bed should be on a flat surface to avoid point loading due to uneven base surface.

(3) Clearance above finished surface (4 to 6 inches) should be noted on detail section "A-A" drwg. # 31658 & 59. (picking eyes)

1501 9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
November 18, 1978

FILE: NOTED
H. S. COULTER

FROM: Robert LeTourneux ET1
Eugene

TO: Dave Glenn
Construction
Salem

SUBJECT: Cottage Grove-Martin Cr. Secti
S.D. Spencer & Son Asphalt Plan
Comparison between asphalt tank
stickings and plant gallon
readout.

In any comparison it is important to establish the validity and accuracy of the control, in this case the tank stickings. There are three elements the plant inspector uses to determine the amount of asphalt in a storage tank: the tank chart in gallons, tank thermometric equipment, and a conversion from gallons to tons @ 60° F.

On this project it was found that, aside from akward units of measurement, the contractor's tank chart did not account for the volume of the heating coils and baffle plates in the bottom of the tanks. New charts were made which also took into account the slope of the tank since most tanks are set up to drain towards the pump end. The slope was checked periodically to determine if any settling had occurred.

The temperature of the asphalt is monitored by a thermostat which controls the tanks heating unit. The accuracy of the device was found to be satisfactory except when several hot loads had unloaded into the tank with 1/3 or more of the tank already full. A little judgement on the part of the plant inspector may be involved in averaging these temperatures.

Due to uncertainties today in the quality and source of different grades of paving asphalts, a gallons/ton conversion at 60° was determined by comparing invoice tonnage, tank stickings before and after deliveries, and the gallon readout @ 60° printed on the invoices. For Chevron AR 4000w this averaged 233.46 gal./ton @ 60° and Chevron AR 8000w averaged 235.15 gal./ton @ 60°. At first, the supplier was requested to print the specfic gravity of the asphalt on the invoices. For Chevron AR 4000 this was 1.0421 or 230.43 gal./ton @ 60°, for Ar 8000 1.0448 or 229.84 gal./ton @ 60°. However, this did not coincide with the certified scale weights and the gallon printout on the invoice. It is interesting to note that the contractor uses these figures from the asphalt supplier for plant settings on the asphalt blending computer. At the S.D. Spencer Barber Green drum mix plant, the blending computer was set for 7.95 lbs./gal. which assumes a constant delivery tempature of 310° for an asphalt weighing 230.7 gal./ton at 60° F

In the following daily tabulation chart, the plant setting of 7.95 lb./gal. is used in converting the gallon readout to tons. This shows an average tonnage that is 98% of the tank inventory, or a net of 61.13 tons less which would result in a bid item payment of aprox. $4,890.40 less thru 10-18-78. If the average value of 7.857 lbs./gal. @ 310° (as used in the tank stickings) were used to convert the plant gallon readout, the difference would be even greater: 103.48 tons @ $80.00 per ton = $ 8,278.22 less. Also attached for illustration are a daily tank inventory work sheet, an invoice, and a table from an Asphalt Institute booklet showing weight and volume relationships for asphalt materials at various specific gravities.

In summary the plant's gallon readout, barring equipment in malfunction, could be quite accurate. However due to flutuation in temperatures, etc., it appears impractical for conversion to a tonnage figure. It is a valuable aid to theinspector for checking against tank stickings and documenting amounts represented by samples of liquid asphalt. If I can be of any further assistance please contact me.

Sincerely

R.S. LeTourneux

Robert S. LeTourneux
ET1

dkh

orm 2-6

TABULATION SHEET

OREGON STATE HIGHWAY
DIVISION

SHEET 1 OF 2 SHEETS

Cottage Grove - Martin Cr. PREFIX 620-1088 CONT # 8501

RES. ENGINEER - D.W. GREENE

S.D. Spencer & Son BARBER GREEN DRUM MIX INSP. - R.S. LeTourneux

ATE	PLANT GAL. READOUT	= TONS @ 7.95 lbs/gal	TONS BY TANK STICK	TONS DRY MIX	% ASPHALT BY METER	% ASPHALT BY TANK STICK	% ASPHALT BY ROTOREX	TANKER DELIVERIES NIGHT / DAY
4000w 30-78	45,587	181.21	185.37	3,208.25	5.6	5.8	5.4	1/6
31-78	40,000	159.00	152.74	2,606.91	6.1	5.9	5.7	0/5
-7-78	43,157	171.55	178.43	3001.75	5.7	5.9	5.5	3/3
-8-78	18,200	72.35	74.26	1278.01	5.7	5.8	5.9	2/2
-11-78	26,884	106.86	107.07	1783.16	6.0	~~5.7~~ 6.0	5.9	0/4
-12-78	22,373	88.93	88.84	—	—	—	—	1/4
-14-78	36,600	145.49	149.29	2595.74	5.6	5.8	5.7	0/3
-15-78	25,247	100.36	102.61	1781.00	5.6	5.8	5.8	0/3
-18-78	1,500	5.96	5.95	98.17	6.1	6.1	—	3/0
-19-78	39,401	156.62	160.75	2819.05	5.6	5.7	5.5	0/3
-20-78	57,641	229.12	232.57	4100.39	5.6	5.7	5.7	2/5
5000w -21-78	38,222	151.93	154.64	2701.09	5.6	5.7	5.6	3/3
22-78	22,892	91.00	93.49	1540.90	5.9	6.1	5.1	3/3
-25-78	31,055	123.44	125.87	2082.59	5.9	6.0	5.8	2/3
-26-78	24,029	95.52	96.56	1612.41	5.9	6.0	5.5	2/0
-27-78	25,140	99.93	102.16	1671.22	6.0	6.1	5.7	3/1
-28-78	10,262	40.79	41.06	—	—	—	—	—
4000 w -2-78	50,000	198.75	200.02	—	—	—	—	—
-3-78	43,371	172.40	176.10	—	—	—	—	—
-4-78	50,278	199.86	203.83	3493.68	5.7	5.8	5.7	1/3
-5-78	65,322	259.65	264.34	4547.41	5.7	5.8	5.7	4/5
-6-78	42,233	167.88	171.87	2943.19	5.7	5.8	6.2	5/3
-7-78	37,547	149.25	151.10	2639.54	5.7	5.7	5.9	0/3
-9-78	12,117	48.17	49.18	839.60	5.7	5.8	6.6	5/3
-10-78	38,093	151.42	154.90	2525.62	6.0	6.1	5.9	0/2
-11-78	24,944	99.15	101.47	1663.09	6.0	6.1	6.2	4/1

Form E-8

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 2 OF 2 SHEETS

Cottage Grove - Martin Cr.   620-1058   8501

S.D. Spencer + Son   Barber Green   Drum Mix

DATE	PLANT GAL. READOUT	= TONS @ 7.95 lbs./gal	TONS BY TANK STICK	TONS DRY MIX	% ASPHALT BY METER	% ASPHALT BY TANK STICK	% ASPHALT BY ROTOREX	TRUCK DELIVERIE NIGHT/DAY
0-12-78	16,541	65.75	67.80	1106.01	5.9	6.1	6.1	2/1
0-13-78	5,346	21.25	21.77	351.94	6.0	6.2	5.5	2/0
0-16-78	5,965	23.71	24.40	386.57	6.1	6.3	6.1	1/0
0-17-78	4,845	19.26	19.59	322.63	6.0	6.1	5.9	0
0-18-78	1,627	6.47	6.13	100.12	6.5	6.1	6.2	0
					Averages			
OTALS	906,419	3,603.03	3,664.16		5.8	5.9	5.8	

2~~49~~.4 gal/Ton

3664.16 | 90641900
742832
2635870
~~2931308~~
~~2584913~~
~~509570~~
366416
1431540

16,35870
143154
204330
183208
211220
211

2473

3664 | 906419
7328
17361
14656
27059
25848
12110

7.37
271.4 | 2000000
18998
10020
10856
[illegible]

245.4

2456 | 20000
17192

8.09

| 2000
~~1734~~
19784
21600

ASPHALT INVENTORY

DATE 9-27-78
CONT. # 8501
PREFIX 620-1088

BRAND AND GRADE Chevron AR 8000
SPECIFIC GRAVITY ______ LBS./GAL ______
235.8 GAL/TON @ 60° F

BEGINING INVENTORY
119.81 TONS
PREVIOUS END 47.22
+ NIGHT INVOICE 72.59
= TOTAL – 119.81

END INVENTORY
46.70 TONS

TANK + MEASURMENT	GALLONS	TEMP.	60° CONV	TONS
#1 39¼"	20452.35	300°	0.9187	79.68
#2 18¾"	10304.6	295°	0.9204	40.22
	@ 235.8 gal/ton			
				119.90
#1 83½"	5341.8	310°	0.9154	22.68
#2 43½"	6166.2	300°	0.9187	24.02

TRUCK INPUT

PREVIOUS (NIGHT)		DAY	
INVOICE #	TONS	INVOICE #	TONS
002814	28.14	002877	29.05
002573	28.84		
002574	15.61		
TOTAL –	72.59	TOTAL –	29.05

BEGINING TANK INVENTORY	119.81
+ DELIVERIES (INVOICE)	29.05
= TOTAL TONS ON HAND	148.86
– END TANK INVENTORY	46.70
= ASPHALT THRU PLANT	102.16
– DEDUCTIONS (REJECT, ETC.)	0.18
= ASPHALT USED	101.98

JOB BREAKDOWN

1.77 % MOIS

CONTRACT #	DRY MIX	% ASPHALT	ASPHALT USED
8501	1668.25	6.11	101.98
Reject	2.97	6.1	0.18

COMPUTED BY R.S. LeTourneau
INSPECTOR

CHECKED BY ______

ORIGINAL – NOT NEGOTIABLE

No. 002494

the property described below, in apparent good order, which said Transportation Company (the word "company" being understood as including any person or corporation in possession of the property) agrees to transport and deliver to consignee at his usual place of delivery (if on its own line or route), otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that the transportation services to be performed hereunder shall be subject to all the printed terms and conditions not prohibited by law, of the Transportation Company's Uniform Bill of Lading. Contract or non-certificated motor carrier for-hire transportation services shall be subject to the terms and conditions of the contract, service order or agreement executed between the parties hereto when not in contravention of any existing law. If delivery of the property described hereon is FOB point of origin and made into a vehicle owned or leased by the buyer, this form shall constitute a delivery receipt (not an invoice) for said property in good order, with title thereto passing at point of origin to the buyer, and terms in this document pertaining to carriage are inapplicable.

CUSTOMER ORDER NO.

DATE 9-10-85

CODE 1300

FREIGHT CHARGES 334

CHARGE TO 3 74371 316

S D SPENCER AND SON
4614 NE 72ND AVE
VANCOUVER WA 98661
WSRD 0433 N 280
85410 075

F.O.B.

SALES TAX

CARRIER

SALES TERRITORY

DESTINATION STATE

CONSIGNED TO SAME

DESC CODE	PRODUCT CODE		QUANTITY	UNIT	UNIT PRICE
			*2951		
			29.13		

TRUCK NO.	PRODUCT	TEMP.
1117	AR 4000 W	316

REMARKS

TIME	
IN	GALLON READING - FINISH @ 60 °F 0 6 8 0 0
OUT	0 0 0 0 0 GALLON READING - START

CERTIFICATE OF COMPLIANCE

I CERTIFY THAT THE SHIPMENT OF ASPHALTIC MATERIAL IDENTIFIED ABOVE AND COVERED BY THIS BILL OF LADING COMPLIES WITH THE STANDARD SPECIFICATIONS OR AS MODIFIED BY THE SPECIAL PROVISIONS APPLICABLE TO THIS PROJECT BY AND FOR THE AGENCY INDICATED.

☒ OREGON STATE HIGHWAY DEPT.
☐ FEDERAL HIGHWAY ADMINISTRATION
☐ U.S. FOREST SERVICE
☐ OTHER

Cust. Sig.

Signed

CHEVRON U.S.A. INC.

Spencer
Traker

DATE

CUSTOMERS NAME #002494

ADDRESS

COMMODITY

REMARKS

3 8 5 6 0	LBS. GROSS
	CARRIER
	LBS. TARE DRIVER ON ___ OFF ___
0 8 5 8 0	LBS. NET ___ TONS 14.99
2 9 9 8 0	TEMP.
	WEIGHER

AB-101 3-77

14.99 TONS

4 8 1 2 0	LBS. GROSS
	CARRIER TRUCK
1 9 8 4 0	LBS. TARE DRIVER ON ___ OFF ___
28,280	LBS. NET ___ TONS 14.14
14.14	TEMP.
	WEIGHER

AB-101 3-77

FROM ASPHALT INSTITUTE BOOKLET

TABLE A-2—WEIGHT AND VOLUME RELATIONS OF ASPHALT MATERIALS OF VARIOUS SPECIFIC GRAVITIES 60°/60°F(15.6°/15.6°C).

Specific Gravity	*Pounds Per Gallon	**Gallons Per Pound	Specific Gravity	*Pounds Per Gallon	**Gallons Per Pound
0.970	8.0781	0.1233	1.010	8.4117	0.1189
1	.0865	.1237	1	.4200	.1188
2	.0948	.1235	2	.4283	.1187
3	.1031	.1234	3	.4367	.1185
4	.1115	.1233	4	.4450	.1184
5	.1198	.1222	5	.4533	.1183
6	.1281	.1230	6	.4617	.1182
7	.1365	.1229	7	.4700	.1181
8	.1448	.1228	8	.4784	.1180
9	.1532	.1227	9	.4867	.1179
0.980	8.1615	0.1225	1.020	8.4950	0.1177
1	.1698	.1224	1	.5034	.1176
2	.1782	.1223	2	.5117	.1175
3	.1865	.1222	3	.5201	.1174
4	.1949	.1220	4	.5284	.1173
5	.2032	.1219	5	.5367	.1171
6	.2115	.1218	6	.5451	.1170
7	.2199	.1217	7	.5534	.1169
8	.2282	.1215	8	.5617	.1168
9	.2365	.1214	9	.5701	.1167
0.990	8.2449	0.1213	1.030	8.5784	0.1166
1	.2532	.1212	1	.5868	.1165
2	.2616	.1210	2	.5951	.1164
3	.2699	.1209	3	.6034	.1162
4	.2782	.1208	4	.6118	.1161
5	.2866	.1207	5	.6201	.1160
6	.2949	.1206	6	.6285	.1159
7	.3033	.1204	7	.6368	.1158
8	.3116	.1203	8	.6451	.1157
9	.3199	.1202	9	.6535	.1156
1.000	8.3283	0.1201	1.040	8.6618	0.1155
1	.3366	.1200	1	.6701	.1153
2	.3449	.1199	2	.6785	.1152
3	.3533	.1197	3	.6868	.1151
4	.3616	.1196	4	.6952	.1150
5	.3700	.1195	5	.7035	.1149
6	.3783	.1194	6	.7118	.1148
7	.3866	.1192	7	.7118	.1147
8	.3950	.1191	8	.7285	.1146
9	.4033	.1190	9	.7369	.1145
			1.050	8.7452	.1144

*For pounds per Imperial Gallon multiply values in this column by 1.20094.

*For kg/m^3 multiply values in this column by 99.77644.

**For Imperial Gallons per pound multiply values shown in this column by 0.83268.

**For l/kg multiply values in this column by 8.34540.

III-154 A

8501

8

September 22, 1978

S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98661

Gentlemen:

Time Extension Request
Cottage Grove-Martin Creek
Contract No. 8501

Your request for a time extension on Contract No. 8501, Cottage Grove-Martin Creek, has been given careful consideration and review.

A 72-day increase in the number of calendar work days is hereby granted for Phase "B" of the project. The additional time is being granted as a result of delays incurred with the addition of temporary illumination. It would appear a more efficient schedule could have reduced delays and contributed to a timely completion of the project.

The allowable time for Phase "B" will be extended to 522 calendar work days. Should you have further questions in this matter, please contact the Resident Engineer or Region Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc FHWA
C. T. Keasey
Alfred Shirley, Jr.
D. W. Greene
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8501

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 21, 1978

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Cottage Grove-Martin Creek
Lane County
Contract No. 8501

S. D. Spencer and Son, contractor on the subject project, requests a 90-day increase in the number of calendar workdays for Phase "A" and 236 days for Phase "B". Delays related to the addition of Temporary Illumination are the basis of this request. Pertinent dates are:

Date of award	3-29-77
Calendar workday count began	4- 9-77
Preconstruction conference	8- 5-77
Work commenced	8-18-77

Phase "A" requires that all bridge raising, deck repair, concrete resurfacing, grading and base work shown to be done under detour conditions shall be completed within 150 calendar workdays. All work is to be completed under Phase "B" before 450 calendar workdays elapse.

Changes in the detours to include temporary illumination were made after the contract was awarded. The revisions were given to the contractor at the preconstruction conference. On September 9, after prices had been approved, the contractor was told to proceed. Cut sheets were received October 31 and were approved except for the luminaires. It wasn't until February 10, 1978, after several resubmittals, that acceptable luminaire cut sheets were received and four days later approved. Installation was complete February 27, 1978.

From the time the contractor received the plan revisions (August 5) until the illumination work was complete (February 27) 206 calendar days had elapsed. During this time, 102 calendar days (November 1 - February 10) were lost as a result of contractor errors in cut sheet submittals. The initial delay would have been only 104 calendar days.

Regardless of whether the illumination was added or not, the detours had to be constructed. At the preconstruction conference, the contractor furnished a schedule indicating that he would begin work the first week in September. Work actually commenced August 18, 1977, but only involved the installation of advance construction signing. It wasn't until January 11, 1978 with the start of Stage I detour construction that contract work actually commenced. Grading and paving of the detour was completed January 24, 1978. If the contractor would have pursued Stage I work after the advance construction signs were installed, the detour grading and paving would have been completed September 6, 1977 or 32 calendar days from the date of the preconstruction conference. Of the 104 calendar days, the contractor was delayed due to illumination approvals and installation, 32 of those days would have been required to do Stage I detour work. Therefore, the actual delay to the contractor for the added illumination work through Stage I is 72 days. It is recommended this time be returned to the contractor. It should be noted that this delay would have occurred regardless of when the contractor commenced work on the project.

Illumination work is also required under Stages II and III. Stage II illumination was done in conjunction with the detour construction and it appears Stage III can be done in the same manner. There is no additional delays in subsequent Stage work due to illumination.

Time charged under Phase "A" commences once a Stage detour is opened to traffic and is stopped when the related stage work is completed. Time is not charged for detour construction which includes the illumination work. Any delays as a result of illumination work would apply only to Phase "B" (total project completion) and not to Phase "A".

It is recommended that the 72 calendar days be returned to the contractor for the added illumination work. This time to apply to Phase "B" only. Allowable time for Phase "A" completion should remain at 150 calendar workdays while Phase "B" completion should be extended to 522 calendar workdays.

A rough draft letter to the contractor is attached. FHWA approval will not be required.

OBJ:fr

Att.

cc: Alfred Shirley, Jr.
D. W. Greene
Robert Church
FHWA

RECEIVED
STATE HWY ENGR
SEP 21 '78
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

Form 81-734-[illegible]

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date February 21, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from a. 450 days to 680 days, within which to complete our Contract No. 8501, without the assessment of liquidated damages.* The said contract is described as follows: Cottage Grove-Martin Creek Sect., Pacific Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See attachments hereto.

*We, the undersigned, respectfully request an increase in the number of workdays from b. 150 days to 240 days, within which to complete our Contract No. 8501, without the assessment of liquidated damages.

Respectfully submitted,

S. E. SPENCER & SON
Contractor

By Otis Jordan
Otis Jordan, [illegible]

CONSENT OF SURETY

Date February 21, 1978

We, ST.PAUL FIRE & MARINE INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Marjorie J. Berg
Marjorie J. Berg Attorney-in-fact

(SEAL)

VICTOR S. RISLEY CO.
Resident Agent

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8501 Contractor S. D. Spencer & Son

Highway Pacific

Section Cottage Grove-Martin Creek

Kind of Work Grading, Paving, Barriers, Structures and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or **GRANTED.** The reasons for such recommendation are as follows:

A 72-day time extension is hereby granted due to the addition of temporary illumination.

Recommended for Approval:

Region Engineer

O. B.
For Construction Engineer or
~~Bridge Engineer~~

State Highway Engineer

SP*19063-734

Contract No.	
Project designation (State-Federal)	
Date awarded	
Work started	
Per cent completed (Date)	
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

Re: Contract 8501
Cottage Grove-Martin Creek Sect.
Contractors Request for Increase
in Number of Workdays to Complete
Construction Contract

Attachment Statement

The request for 236 and 90 additional workdays is based on the following:

An item, Temporary Illumination, was added to the contract. The work for Stage 1 of this item will not be complete until February 21, 1978.

It is our contention that no workday count should have occurred during this period of time. The Project had not and could not have commenced until the Temporary Illumination was in and functioning. The Project was and is usable and functional to the traveling public.

a. We did not inconvenience the traveling public;

b. We did not obstruct traffic;

c. There was no interference with business or commerce.

According to Section 108.09, causes for justifying adjustments of contract time include:

a. Errors or changes or omissions in the plans or or quantities, or errors or changes in the specification of the contract.

b. Failure of the State, its representatives and its other contractors to act promptly in carrying out obligations and duties.

d. Performance of "Extra Work" under subsection 104.04.

We feel that we qualify for adjustment of time on the above by the following chronological order of facts.

Date	Occurrence
March 24, 1977	Bids opened. (Special Provisions mention that Temporary Illumination and Detour Crossovers may be required as extra work to complete project.)
March 29, 1977	Contract awarded.
April 14, 1977	Plans revised, Temporary Illumination added.
August 5, 1977	First time that we, as contractor, are notified that Temporary Illumination has been added to contract and that we cannot commence construction until illumination is in place.
August 8, 1977	Contractors invites sub bids for Temporary Illumination.
August 24, 1977	Sub bids submitted to general contractor. Notify State as to low bidder identity. State and Spencer jointly decide to award illumination contract to Hamilton Electric. Request breakdown of bid from Hamilton to submit to State.
August 30, 1977	Hamilton bid and breakdown forwarded to State.
September 19,1977	State sends P.A. for Temporary Illumination to Spencer.
October 18, 1977	Hamilton OK's P.A.
October 28, 1977	Misc. lamps and hardware cut sheets are sent to State.
November 3, 1977	Cut sheets approved except for Luminaire Lamps.
November 7, 1977	State's rejection of Luminaire Lamps forwarded to Hamilton.

Date	Occurrence
November 8, 1977	Temporary Illumination P.A. signed and returned to State.
November 14, 1977	Cabinet drawings submitted to State.
November 21, 1977	Cabinet drawings approved by State.
December 22, 1977	Hamilton telephones State concerning luminaires.
December 22, 1977	State rejects luminaire submitted.
December 23, 1977	Spencer received approved P.A. from State.
January 17, 1978	Telephone - State rejects luminaires.
January 19, 1978	Written confirmation of above.
January 25, 1978	State wants subcontract for Hamilton.
January 26, 1978	Subcontract submitted to State.
February 9, 1978	PP&L notifies State that poles and meter base not in right place to hook up.
February 10,1978	Photoelectric data resubmitted.
February 15, 1978	Photoelectric data approved.
February 16, 1978	Meeting with PP&L, Hamilton, State to add poles and change meter base location.
February 21, 1978	Power company to hook up power.

While it might be argued that some of the delay and deficiencies or lacks are within the contractor's contract or responsibility, it is undeniable that the record shows that from April 14 to August 8, the State gave no notice to the contractor that Temporary Illumination was to be added, an item that until complete precluded any major work on the project.

On a major item that was necessary to complete before major work could commence, I believe that we had every right to assume that extraordinary effort on the part of the State would be made to see that we were notified of the price agreement and that the drawing approvals for the price agreement would be timely.

Nothing is to be gained by claims and counterclaims, incriminations and counter incriminations.

As a matter of fact, we have been prevented from working on the above project until February 21, 1978. We therefore feel all workdays previously charged should be rescinded.

As to the allotted time for detour work, if the illumination data had arrived timely, we would have had the period from November 30, 1977 to March 1, 1978 as free time, in addition to the 150 days allotted for detour construction. We therefore request a change from 150 days to 240 days for this phase of the work, as well as the increase in regular day count.

#8501

9

FOSTER

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

L. B. FOSTER CO. SP12902

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119

REGIONAL HEADQUARTERS: 1001 WHIPPLE ROAD, HAYWARD, CALIFORNIA 94544, TELEPHONE (415) 489-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

DATE SEPTEMBER 5, 1978

TO: STATE OF OREGON
HIGHWAY DEPARTMENT
SALEM, OR

SOLD TO: S.D. SPENCER & SONS
P.O. BOX 982
ROSEBURG, OR 97470

#8501

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property, which is described as: COTTAGE GROVE TO MARTIN PROJECT in the County of (COTTAGE GROVE, OR), State of Oregon, and on the order of Contractor S. D. SPENCER & SONS. Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment, a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the TWENTY-THIRD day of AUGUST 1978, and a lien may be claimed for all such materials or supplies delivered on and after that date. The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, infact, paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you, as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the State of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice that you do not understand or if we can be of any other assistance to you.

Very truly yours,

L. B. FOSTER COMPANY

Aileen Roberts

Aileen Roberts
Credit Manager

AR/cr

NOTED
C. W. HEAD

8501

FOSTER

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

L. B. FOSTER CO.

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119

REGIONAL HEADQUARTERS: 1001 WHIPPLE ROAD, HAYWARD, CALIFORNIA 94544, TELEPHONE (415) 489-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

SP-12884

DATE AUGUST 24, 1978

TO: STATE OF OREGON
HIGHWAY DEPT.
SALEM, OREGON

SOLD TO: S. D. SPENCER & SONS
P.O. BOX 982
ROSEBURG, OR 97470

#8501

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property, which is described as:COTTAGE GROVE TO MARTIN Cr. PROJECT in the County of ____________, State of Oregon, and on the order of Contractor S.D. SPENCER & SONS . . Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment, a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the SEVENTEENTH day of AUGUST 19 78, and a lien may be claimed for all such materials or supplies delivered on and after that date. The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, infact, paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you, as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the State of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice that you do not understand or if we can be of any other assistance to you.

Very truly yours,

L. B. FOSTER COMPANY

Aileen Roberts

Aileen Roberts
Credit Manager

[illegible]
W. HEAD

AR/cr

8501

FOSTER

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

L. B. FOSTER CO.

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119

REGIONAL HEADQUARTERS: 1001 WHIPPLE ROAD, HAYWARD, CALIFORNIA 94544, TELEPHONE (415) 489-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

SP-12725

DATE: AUGUST 7, 1978

TO: STATE OF OREGON
HIGHWAY DEPARTMENT
SALEM, OREGON

SOLD TO: S. D. SPENCER & SONS
P.O. BOX 982
ROSEBURG, OR 97470

#8501

[illegible] COTTAGE GROVE TO MARTIN PROJ. COTTAGE GROVE, OR [illegible]

[illegible] S. D. SPENCER & SONS [illegible]

[illegible] TWENTY-SIXTH [illegible] JULY [illegible] 78 [illegible]

[illegible]

[illegible]

Aileen Roberts

RECEIVED
AUG 8 1978
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inlecs
Widmer
Gebauer
Church

8501

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

June 29, 1978

FILE: CON 5

FROM: ORIGINAL SIGNED BY JAMES J. GIX
JAMES J. GIX
Regional Construction Engineer

TO: D. W. Greene
Resident Engineer

SUBJECT: Hot Plant Siting
Cottage Grove-Martin Cr. Sec.
Lane County
Contract No. 8501

NOTED
H. S. COULTER

The plans, pictures and your report on the proposal to install an asphaltic concrete mix plant in the N.W. quadrant of the Cottage Grove Interchange have been reviewed. In consultation with the Construction Engineer, the decision is to NOT allow the proposal.

Considering the concerns of the Cottage Grove zoning people and the impact on adjacent restaurants and motels, we feel the installation would be improper during the peak of the tourist season. The impacts of the added traffic on the cross road would also be undesirable.

Please inform S.D. Spencer & Son of this decision. We will consider other locations on our right of way on this project that do not have such severe impact on the community.

jjg/cw

cc H. S. Coulter
C. T. Keasey

RECEIVED
STATE HWY ENGR
JUN 30 '78
REFER TO

FOR

Info	Inves	R-D	D-R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Eugene, Oregon
June 21, 1978

FILES REGION
RECEIVED
RCE TE
RLE
FAE RBI SEC

FROM: D. W. Greene
Resident Engineer

TO: Alfred Shirley, Jr.
Region Engineer

SUBJECT: Paving Plant Setup
Cottage Grove-Martin Cr. Sec.
Pacific Highway
Lane County
Contr. No. 8501

Attn: Jim Gix, Region Const. Engr.

Forwarded herewith is a sketch from S. D. Spencer & Son, contractor, indicating proposed location of paving plant components within the Northwest quadrant of the Cottage Grove Interchange, also enclosed are six pictures of the proposed usage area. I have indicated on this sketch the commercial development etc in the area.

The access to this area would be to the Row River County road and only the empty trucks returning to the quarry would be crossing traffic. The traffic count on this road can be obtained from the traffic division as I had the intersection counted in April in conjunction with the detour we are constructing to place the Stage II detour in operation on this project. The air polution from dust can be controlled and air polution from a paving plant is minimal but the steam does have a certain amount of residue which contaminates anything in the drift area. The noise polution is bad and with the resturants, and motel in the area I'm certain it would be objectionable.

Mr. Vern Delke of the Lane County Planning Staff advised me that in general the State Highways are zoned as per the zoning in the adjacent area but there are cases where if the zoning changes at the State Highway right-of-way the zone boundries are described to the right of way line and not the center of the highway as intended. Of course in this case the County does not have jurisdiction as this area is within the boundries of the City of Cottage Grove and the city has jurisdiction over the issue of Special Use Permits. Mr. Jay Turley of the Cottage Grove Planning staff informed me that S. D. Spencer

(more0

& Son had been in his office several days ago and he gave them an emphatic "no" due to the businesses in the area, the unsightly mess at the only entrance to Cottage Grove which would be there during the tourist season and even if the Highway Division was not concerned about the added traffic conjestion they felt it was objectionable.

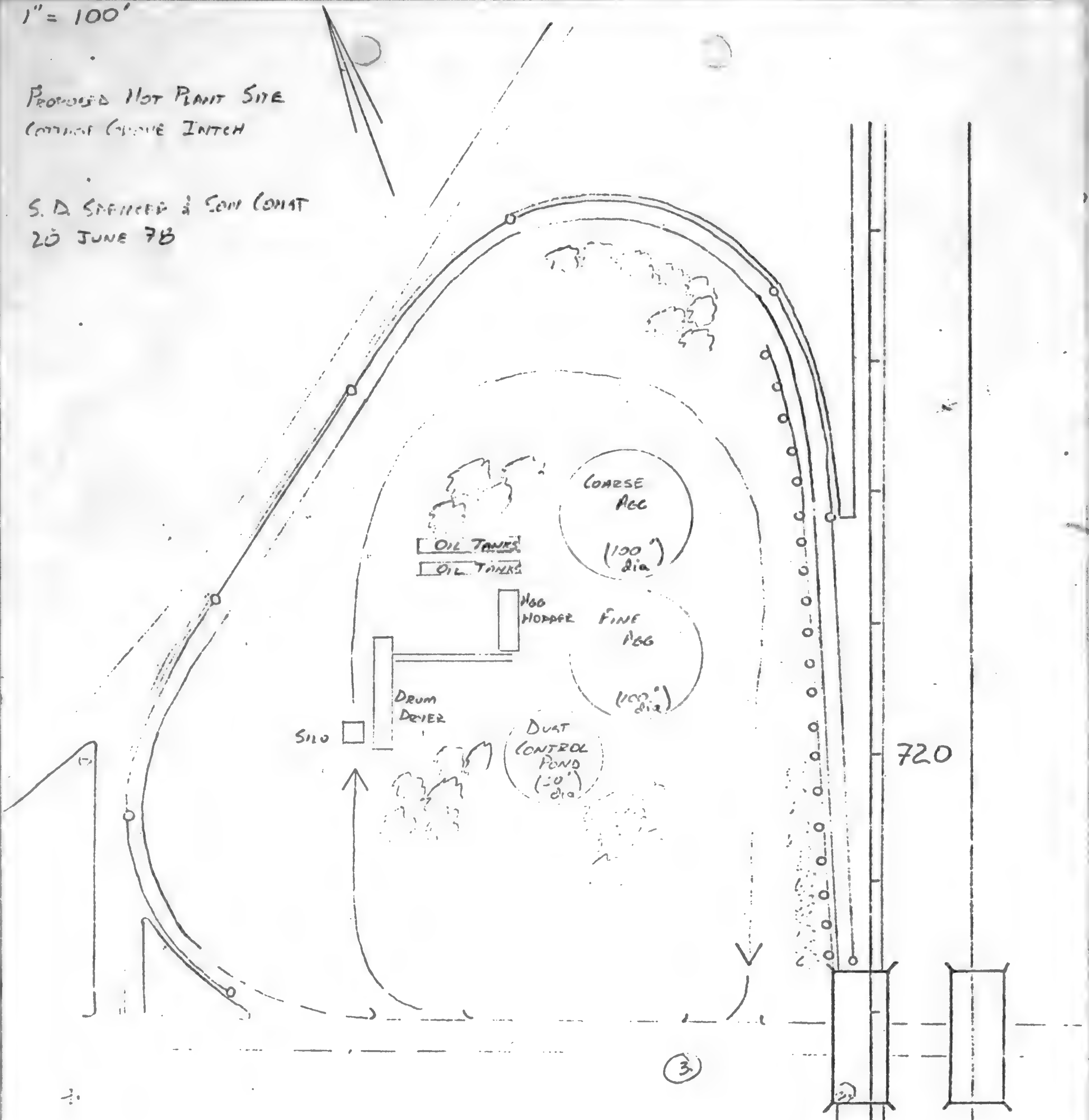
I recommend this request be denied as I concur in the City of Cottage Grove objection's plus I feel that a State agency certainly should not be party to circumventing the intent of the law due to a loophole or error in writing of boundries for zoning.

DWG:wn
cc: Const.
attach.

1" = 100'

PROPOSED HOT PLANT SITE
COTTAGE GROVE INTCH

S. D. SPENCER & SON CONST
20 JUNE 78



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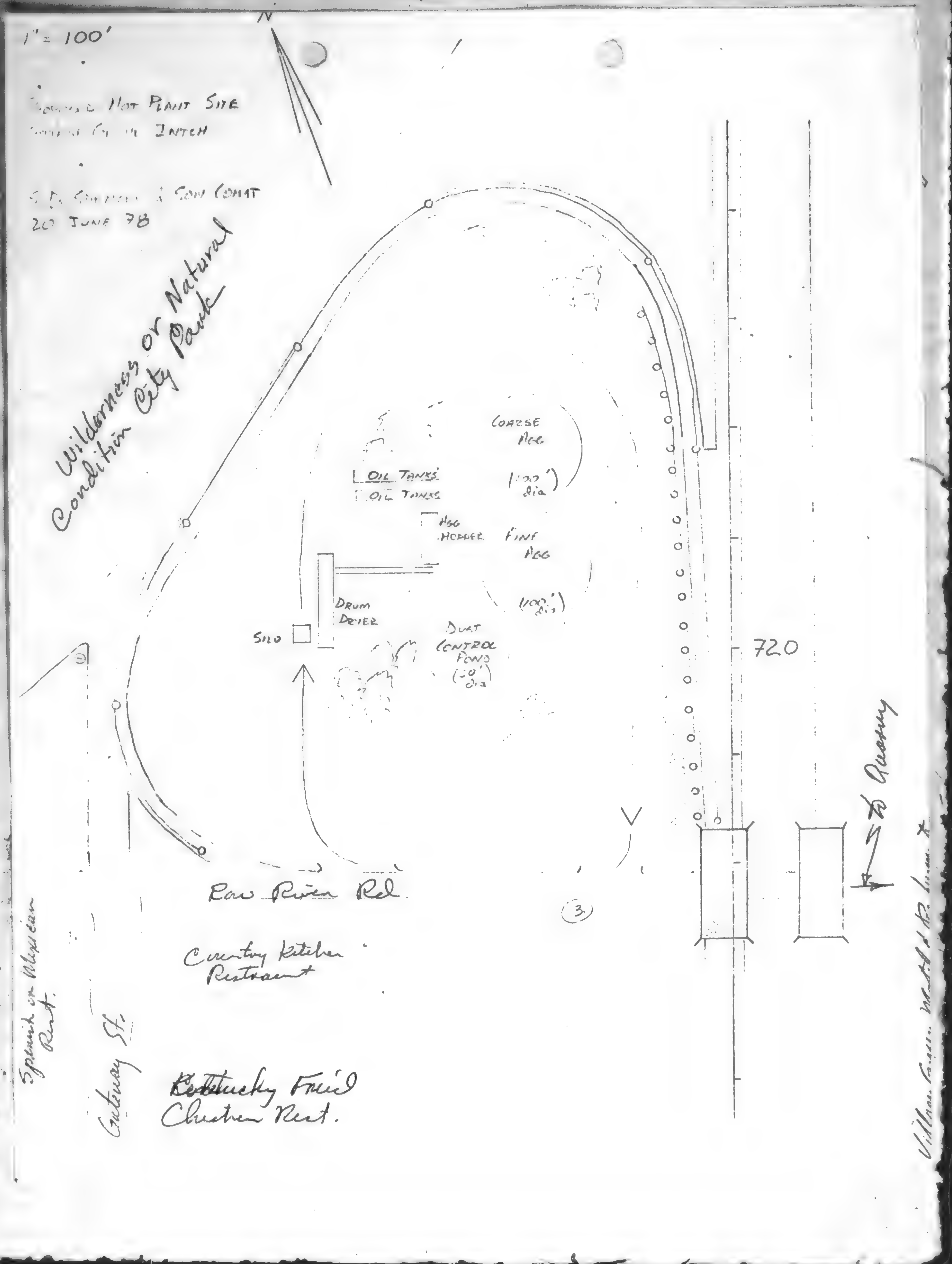

1" = 100'
N
PROPOSED HOT PLANT SITE
[illegible] INTCH
[illegible] & SON CONST
20 JUNE 78
Wilderness or Natural Condition City Park
COARSE AGG
(100' dia)
OIL TANKS
OIL TANKS
AGG HOPPER
FINE AGG
(100' dia)
DRUM DRYER
SILO
DUST CONTROL POND
(50' dia)
720
To Quarry
Raw River Rd
3.
Country Kitchen Restraunt
Spanish or Mexican Rest.
Gateway St.
~~Kentucky~~ Fried Chicken Rest.
Village Green Mobile Home

8501 8

DEPARTMENT OF JUSTICE

NOTED
H. S. COULTER

Memorandum

TO: H. S. Coulter
State Highway Engineer

DATE: June 20, 1978

FROM: Jack L. Sollis JLS
Assistant Attorney General & Counsel

SUBJECT: Termination of contract - Cottage Grove-Martin Creek, Pacific Highway, Lane County, Contract No. 8501

I have reviewed a copy of the memo from D. W. Greene to Bud Shirley. I will not take any action toward evaluating this contract until I am advised by you whether or not you wish me to evaluate the termination possibilities or whether some other solution can be worked out.

JLS:sb;hg

cc - C. T. Keasey

RECEIVED
STATE HWY ENGR
JUN 21 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Eugene, Oregon
June 6, 1978

RECEIVED
JUN 13 1978
LEGAL

FILE:

D. W. Greene
By M. H. Mau

FROM: D. W. Greene
Resident Engineer

TO: Alfred Shirley, Jr.
Region Engineer

NOTED
JACK L. SOLLIS

SUBJECT: Termination of Contract
Cottage Grove-Martin Cr.
Pacific Highway
Lane County
Contr. No. 8501

Attn: J. Gix

Attached hereto is letter from S. D. Spencer & Son requesting termination of subject contract.

The contractor is requesting this based on the material from Martin Cr. Quarry being unacceptable for use on this project, and that it is the only material available.

By letter dated April 17, 1978 justifying no additional monies are involved in granting access at the Martin Creek Rd., the contractor states that he bid the project for the material to come from the Wiltse Quarry. He now writes a letter stating that the Martin Creek Quarry is the ohly source available. It would appear that the use of material from the Wiltse Quarry depends on just what the contractor is attempting to prove.

The Contractor states that he was informed by the Lane County Planning Commission, he undoubtly means Lane County Planning Dept, that he could put an asphalt plant at the Wiltse Quarry without a permit, this I seriously doubt as the staff knows that the granddaddy clause does not include an asphalt plant only the crushing operation.

The material from the Martin Creek Quarry is unsuitable for use therefore I recommend that ~~xx~~ this request be given our legal department to investigate the legal ramifications of terminating the contract.

ROSEBURG REGION
RECEIVED
JUN

DWG:wn
cc: Const.

CC: Jack Sollis
C. T. Keasey

S. D. SPENCER & SON
Construction, Trucking and Equipment Rental
4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

OREGON STATE HIGHWAY DIVISION
RESIDENT CONSTRUCTION ENGINEER
RECEIVED
MAY 25 1978
NOTED: ☐ ☐ ☐

2:30PM

May 24, 1978

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Mr. D. W. Greene
Resident Engineer
O.S.H.D.
1849-1/2 Garden Avenue
Eugene, Oregon 97403

Re: 8501

Dear Mr. Greene:

Under the Special Provisions of the above referenced contract, there is an article which states:

> "Upon written-request from the contractor, the State may, with approval of the Federal Highway Administration where applicable, terminate the contract or a portion thereof if the contractor is prevented from completing construction of the project as a direct result of non-availability of materials which could not reasonably have been prevented by action of the contractor or for any other reason which, in the opinion of the engineer, is beyond the control of the contractor."

In the event that the crushed aggregate for the asphaltic concrete items is adjudged unacceptable and therefore unavailable from the Martin Creek Quarry, we respectfully request termination of the contract due to circumstances beyond the control of the contractor.

History:

Prior to the letting of the referenced contract, we obtained an option on the Wiltse Quarry. The Lane County Planning Commission informed us that a crushing and an asphalt plant would be allowed without permit. Subsequent to our successful bid, we found an asphalt plant had to be permitted.

The Martin Creek Quarry was available with no permit necessary, the quality of the material was investigated and checked with the O.S.H.D. (Department of Geology, Resident Engineer and Regional Engineer). We all felt the Martin Creek Quarry was a good, viable source. As a result of this, we allowed our option on the Wiltse Quarry to expire and set up to produce from Martin Creek.

The source did pass all tests and, in fact, was used on an O.S.H.D. contract. Prudent persons, therefore, would feel that availability of specification rock was abundantly available.

During the past months, results of the Oregon degradation tests indicate that the sediment height percent cannot be met from the source nor can the sediment height percent be met by scalping.

As of this date, if the quarry is judged unacceptable, we are prevented from completing the project as a direct result of nonavailability of material which could not reasonably have been prevented by the action of the contractor. The nonavailability of the material is beyond our control. There is a condition that has dramatically changed from the condition that was prudently accepted by the O.S.H.D. and the contractor.

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj
cc: Mr. A. Shirley, Jr.
Mr. C. T. Keasey
Vancouver

COUVER 206, PORTLAND 503

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

April 17, 1978

OREGON STATE HIGHWAY DIVISION
RESIDENT CONSTRUCTION ENGINEER
RECEIVED
APR 20 1978
NOTED:
☒ ☐ ☐

Mr. D. W. Greene
Resident Engineer
O.S.H.D.
1849-1/2 Garden Avenue
Eugene, Oregon 97403

Re: 8501

Dear Mr. Greene:

To supplement my letter of March 19, 1978 and comply with yours of March 20, 1978, we respectfully offer the following.

Originally, the aggregate for the project was figured to be produced from the Wiltse Quarry with a truck turn around at Station 1029. Our estimated costs of crushing from the quarry and the price McEwen quoted after we received the project are virtually the same. The haul from the Wiltse Quarry and our haul with the proposed interchange at Martin Creek Road is virtually the same.

An asphalt plant, while allowed at the Wiltse Quarry, would cause a stir with the people adjacent to the property. An asphalt plant at the McEwen site would cause no deep-seated objections from anyone.

The big advantage of going into the Wiltse Quarry would have been the utilization of our own crushing equipment which is not possible at the Martin Creek Quarry and the haul is better from the Wiltse Quarry for the overall project.

The advantage to the State in going to the Martin Creek Quarry is that by not creating a controversy at the Wiltse site it will enable the Department to obtain approvals of their funding, etc., more easily without a segment of the community pointing out the stupidity of going into such a site rather than into one already in use. Also, it just doesn't make sense to utilize the roads of Lane County and to travel around on back roads when a good approach is available. Prudent men would feel that such an approach was practical in keeping with our national policy of power saving and good common sense.

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj
cc: Vancouver

1-5

Salem, Oregon
April 10, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Proposed Temporary Access
Cottage Grove-Martin Creek
Pacific Highway
Contract No. 8501

Warren Richards
Construction Office Coordinator

We have reviewed the temporary access proposal and can find no fault with it if it will only be used with Stage 1. We concur with Mr. Greene's estimate showing a savings in the contractor's haul costs of about $8,000 on surfacing materials for dig outs at Coast Fork Willamette River and Latham Road Structures.

We would also be in agreement that the use of this access for haul vehicles on the work mentioned would contribute to the safety of the traveling public since the haul vehicles would be clear of traffic on the freeway.

✓ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
APR 1 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up __/__/__
Action

FE:ab
cc: Fred Eriksen

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR

April 4, 1978

Warren Richards

FROM: Warren Richards
Construction Office Coordinator

TO: D. O. Christensen
Final Design Engineer

SUBJECT: Proposed Temporary
Access
Cottage Grove-Martin Cr.
Contract No. 8501

Attached are copies of correspondence from Jim Gix, D. W. Greene, and the contractor regarding a temporary access proposed by the contractor.

There would appear to be a savings to the contractor if the proposal is accepted. However, Region feels that the proposed temporary access would also result in improved safety to the public. Please review and give us your recommendation as to acceptance of the proposal and the reduction in cost, if any, that should be obtained.

You may wish to discuss this by telephone with Gix and/or Greene as Region feels that anyone not viewing the project at night may not fully appreciate the problem.

An early response would be appreciated.

WR:mk

Attach.

1 Versteeg
2 Christensen DOC
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
APR 0 4 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up __/__/__
Action

RECEIVED
Jackmond
APR 3 1978
Williams
Johnsen
Gebauer
Glenn
Church
CONSTRUCTION BRANCH

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
March 30, 1978

FILE: CON 5

FROM: JAMES J. GIX
Regional Construction Engineer

TO: C. T. KEASEY
Construction Engineer

SUBJECT: Cottage Gr.-Martin Cr.
Access at Station 923
Lane County
Contract No. 8501

We have been in contact with O. B. Jackmond regarding contractor's proposal for this temporary construction access. We assume FHWA approval is required since access control fence will be temporarily removed. Bryant feels contractor should offer a substantial cash credit to state in proportion to his savings. Otis Jordan refuses to consider such a proposal and we are at impasse.

The southbound crossover now used for contractor access does, in my opinion, leave room for improvement in safe operation. It is constructed in essential conformance with plans and specifications.

I would propose that the contractor be allowed access at Station 923 under the following stipulations in a price agreement:

1. Contractor installs at no additional cost a temporary illuminated concrete barrier at S.B. crossover.

2. A gate be erected with gate to be locked at all times work is not in progress. Provisions would be made to bar access with equipment if gate is not effective.

3. A provision be included that contractor agrees to remove access and restore to original condition, if use of ramp does not stay within scope of P.A.

Please advise your recommendation so that contractor may be given an early decision.

jjg/cw

cc J. H. Versteeg
D. W. Greene

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Eugene, Oregon
March 24, 1978

FILE:

FROM: D. W. Greene
Resident Engineer

TO: Alfred Shirley, Jr.
Region Engineer

Attn: J. J. Gix

SUBJECT: Access at Sta. 923
Cottage Grove-Martin Creek
Pacific Highway
Lane County
Contr. No. 8501

ROSEBURG REGION
RECEIVED
MAR 27 1978

Attached is a letter from S. D. Spencer & Son concerning the requested access at Station 923. As per usual they gave very general information with no actual information as to what would be hauled over the access. Mr Jordan phoned and I questioned him concerning actual use, he advised they didn't plan to haul the embankment but would be hauling the CTB and Paving material for the bridge digouts at the Coast Fork Willamette River and Latham Road structures. In the letter Mr. Jordan mentions traveling public following vehicles into the detour area, to date my inspectors have not seen this happen, but it could be possible so perhaps there is a value to the public for safety. He says no monetary savings to his company but the material he admitted to wanting to haul over this access amounts to a savings in haul of $ 7,980.00 (see attached computation)based on the $ 0.15 per ton mile haul, a figure furnished by our Const. Analysist Section when I was figuring the haul for the access ramps they requested at Martin Creek O-xing in September 1977. There is also another benefit and that is the work areas are much easier to reach therefore this has to accelerate the progress of the work.

There are two possible safety factors which should be taken into consideration in granting this access. One as outlined by

(more)

Mr. Jordan and the second being that when they are working on the structures at the northerly end the only way you can get to the Martin Creek structure is by stopping on the shoulder past the detour and backing up against traffic into the work area for this structure. A value cannot be placed for delay of traffic as the work to do is all under detour.

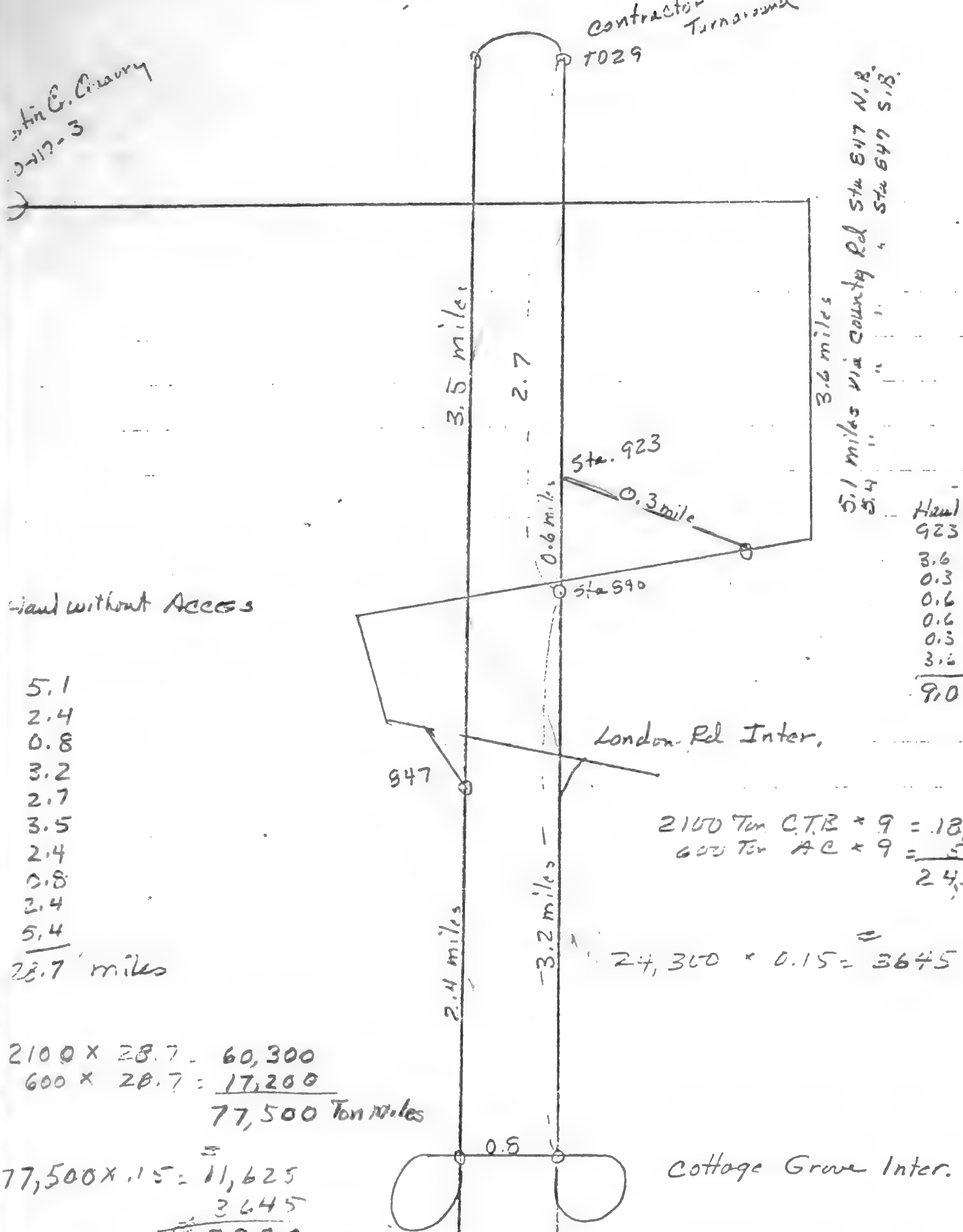
It would appear the contractor will benefit by two items, one computable and one on which it is difficult to place a value and the State will benefit by two, both safety and difficult to compute a value.

I recommend that the access be granted but as to the monetary value returned to the State it would appear just an arbitrary figure.

The P.A. for this access should have the provisions stated in my letter of March 14, 1978 plus a stipulation that if anything other than personnel involved in the construction work or materials for the work involved at the structures is hauled over the access the project will automatically be in suspension of all work until the access is removed and the fence reinstalled.

DWG:Wn
attach.

tin G. Cravry
0-417-3



Haul with Access
923.
3.6
0.3
0.6
0.6
0.3
3.6
9.0

Haul without Access

5.1
2.4
0.8
3.2
2.7
3.5
2.4
0.8
2.4
5.4
28.7 miles

2100 Ton C.T.B × 9 = 18,900
600 Ton AC × 9 = 5400
24,300 Ton mile

24,300 × 0.15 = 3645

2100 × 28.7 = 60,300
600 × 28.7 = 17,200
77,500 Ton Miles

77,500 × .15 = 11,625
3645
7,980 Savings
with Access

EQUAL OPPORTUNITY EMPLOYER

AREA CODES - VANCOUVER 206, PORTLAND 503

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

OREGON STATE HIGHWAY DIVISION
RESIDENT CONSTRUCTION ENGINEER
RECEIVED
MAR 22 1978
NOTED: ☒ ☐ ☐

March 21, 1978

Mr. D. W. Green
Resident Engineer
1849-1/2 Garden Ave.
Eugene, Oregon 97403

Re: Contract #8501

Dear Mr. Green:

The use of the approach is for ingress and egress to and from the detour. The purpose is public safety. Vehicles of the traveling public are following our vehicles from I-5 into the closed off section. Also vehicles are wandering into the area at other times. As sheets are driven and dig outs made the risk will become greater. The access is off the beaten track and will be closed with a gate. There is no monetary savings to us and therefore none is available to be credited. The county road department has no objection to our plan.

The traveling public will benefit from a matter of safety. Sooner or later an older couple is going to follow one of our vehicles or wander into the closed off portion of the highway, panic, and meet with an accident. The access I've proposed would virtually eliminate this potential danger.

Sincerely,
S. D. Spencer & Son

By Otis Jordan
Otis Jordan

cc: Office
Vancouver
Cottage Grove

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
March 30, 1978

FILE: CON 5

ORIGINAL [illegible] BY

FROM: JAMES J. GIX
Regional Construction Engineer

TO: C. T. KEASEY
Construction Engineer

SUBJECT: Cottage Gr.-Martin Cr.
Access at Station 923
Lane County
Contract No. 8501

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1. Contractor installs at no additional cost a temporary illuminated concrete barrier at S.B. crossover.
2. A gate be erected with gate to be locked at all times work is not in progress. Provisions would be made to bar access with equipment if gate is not effective.
3. A provision be included that contractor agrees to remove access and restore to original condition, if use of ramp does not stay within scope of P.A.

Please advise your recommendation so that contractor may be given an early decision.

jjg/cw

cc J. H. Versteeg ✓
D. W. Greene

See letter to Warren Richards (Const. Sec.)

?
1 Versteeg ✓
2 Christensen Di ✓
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAR 31 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Eugene, Oregon
March 24, 1978

FROM: D. W. Greene
Resident Engineer

TO: Alfred Shirley, Jr.
Region Engineer

Attn: J. J. Gix

SUBJECT: Access at Sta. 923
Cottage Grove-Martin Creek
Pacific Highway
Lane County
Contr. No. 8501

ROSEBURG REGION
RECEIVED
MAR 27 1978

Attached is a letter from S. D. Spencer & Son concerning the requested access at Station 923. As per usual they gave very general information with no actual information as to what would be hauled over the access. Mr Jordan phoned and I questioned him concerning actual use, he advised they didn't plan to haul the embankment but would be hauling the CTB and Paving material for the bridge digouts at the Coast Fork Willamette River and Latham Road structures. In the letter Mr. Jordan mentions traveling public following vehicles into the detour area, to date my inspectors have not seen this happen, but it could be possible so perhaps there is a value to the public for safety. He says no monetary savings to his company but the material he admitted to wanting to haul over this access amounts to a savings in haul of $ 7,980.00 (see attached computation)based on the $ 0.15 per ton mile haul, a figure furnished by our Const. Analysist Section when I was figuring the haul for the access ramps they requested at Martin Creek O-xing in September 1977. There is also another benefit and that is the work areas are much easier to reach therefore this has to accelerate the progress of the work.

There are two possible safety factors which should be taken into consideration in granting this access. One as outlined by

(more)

Form 81-734-3122

Mr. Jordan and the second being that when they are working on the structures at the northerly end the only way you can get to the Martin Creek structure is by stopping on the shoulder past the detour and backing up against traffic into the work area for this structure. A value cannot be placed for delay of traffic as the work to do is all under detour.

It would appear the contractor will benefit by two items, one computable and one on which it is difficult to place a value and the State will benefit by two, both safety and difficult to compute a value.

I recommend that the access be granted but as to the monetary value returned to the State it would appear just an arbitrary figure.

The P.A. for this access should have the provisions stated in my letter of March 14, 1978 plus a stipulation that if anything other than personnel involved in the construction work or materials for the work involved at the structures is hauled over the access the project will automatically be in suspension of all work until the access is removed and the fence reinstalled.

DWG:Wn
attach.

AREA CODES - VANCOUVER 206, PORTLAND 50 EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

OREGON STATE HIGHWAY DIVISION
RESIDENT CONSTRUCTION ENGINEER
RECEIVED
MAR 22 1978
NOTED:
☒ ☐ ☐

March 21, 1978

Mr. D. W. Green
Resident Engineer
1849-1/2 Garden Ave.
Eugene, Oregon 97403

Re: Contract #8501

Dear Mr. Green:

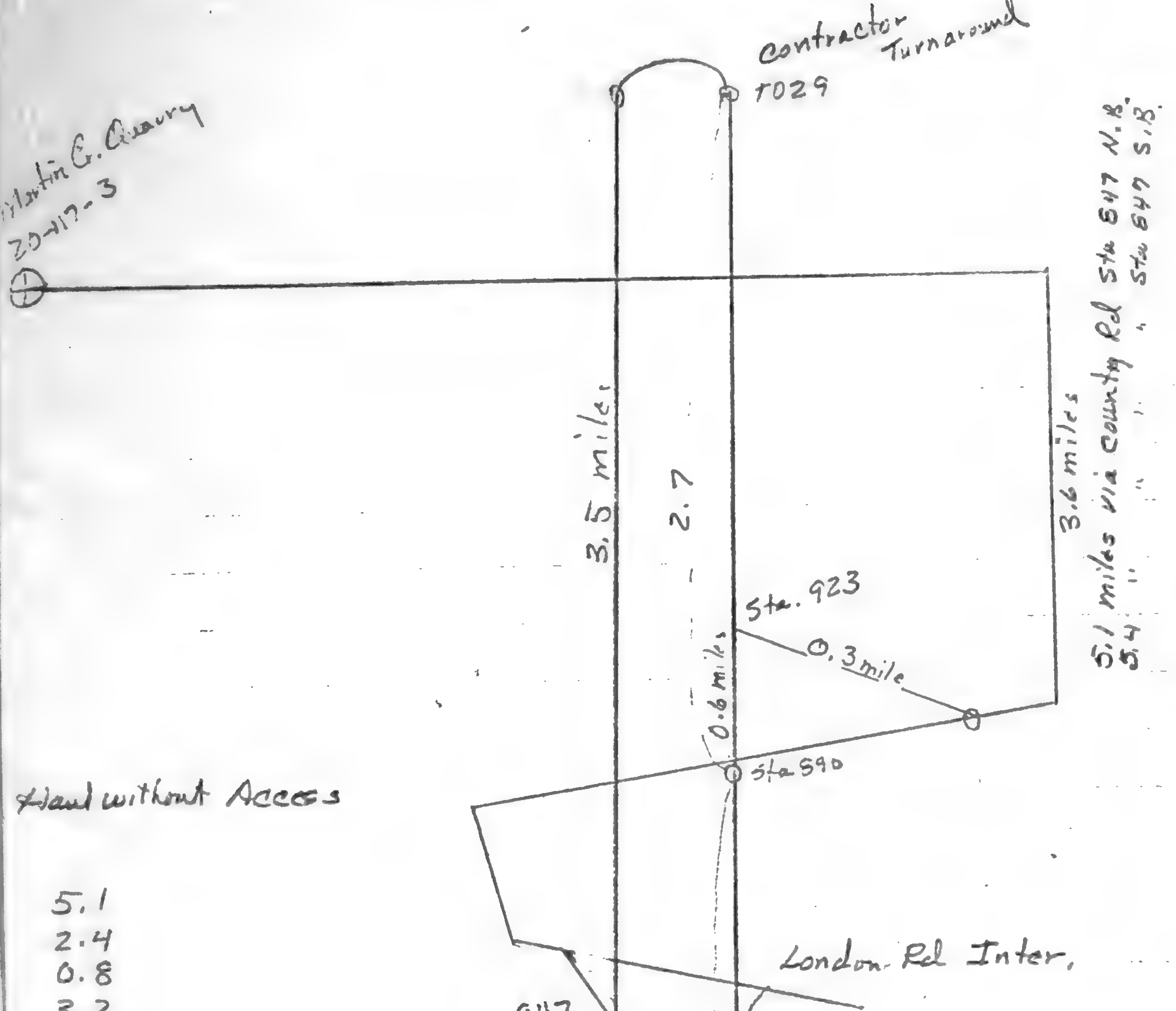
The use of the approach is for ingress and egress to and from the detour. The purpose is public safety. Vehicles of the traveling public are following our vehicles from I-5 into the closed off section. Also vehicles are wandering into the area at other times. As sheets are driven and dig outs made the risk will become greater. The access is off the beaten track and will be closed with a gate. There is no monetary savings to us and therefore none is available to be credited. The county road department has no objection to our plan.

The traveling public will benefit from a matter of safety. Sooner or later an older couple is going to follow one of our vehicles or wander into the closed off portion of the highway, panic, and meet with an accident. The access I've proposed would virtually eliminate this potential danger.

Sincerely,
S. D. Spencer & Son

By Otis Jordan
Otis Jordan

cc: Office
Vancouver
Cottage Grove



Haul with Access
923
3.6
0.3
0.6
0.6
0.3
3.6
9.0

Haul without Access

5.1
2.4
0.8
3.2
2.7
3.5
2.4
0.8
2.4
5.4
28.7 miles

2100 Ton C.T.B × 9 = 18,900
600 Ton AC × 9 = 5400
24300 Ton-mile

24,300 × 0.15 = 3645

2100 × 28.7 = 60,300
600 × 28.7 = 17,200
77,500 Ton-mile

77,500 × .15 = 11,625
3645
7,980 Savings
with Access

8501.

8

FOSTER

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

L. B. FOSTER CO. SP-12584

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119

REGIONAL HEADQUARTERS: 1001 WHIPPLE ROAD, HAYWARD, CALIFORNIA 94544, TELEPHONE (415) 489-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

MARCH 28, 1978

TO: OREGON STATE HWY DEPARTMENT

SALEM, OREGON

SOLD TO: SD SPENCER & SONS
P.O. BOX 982
ROSEBURG, OR 97470

#8501

Dear Sir:

It is with a great deal of pleasure that we have [illegible] delivery of material to your property which is described as: COTTAGE GROVE TO MARTIN CREEK

In the County of ______________ State of Oregon and on the order of Contractor SD SPENCER & SONS ______________ [illegible] directly, we [illegible] you that we [illegible] your [illegible].

This notice is part of the [illegible] business, and is to inform you that we have [illegible] material to your property on the order of and charged to a third party. [illegible] payment a lien may be [illegible].

The first of such material and supplies [illegible] signed on the EIGHTH day of MARCH 78 [illegible] may be [illegible]

The payment [illegible] person furnishing material [illegible] the [illegible] request [illegible]

This notice [illegible] the materials [illegible] of Oregon, [illegible]

Please [illegible] do not [illegible]

Aileen Roberts

NOTED
C. W. HEAD

8501
Form 81-734-3306

T

STATE COPY 8

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Cottage Grove - Martin Creek	**Date**	March 2, 1978
Highway	Pacific	**Contract No.**	8501
County	Lane	**Prefix**	620-1088
Contractor	S. D. Spencer & Son	**F. A. Project No.**	I-5-3(109)170
Address	4614 N.E. 72nd Ave., Vancouver, Wa. 98661	**Order No.**	8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Relocate electric service pole.

RECEIVED
STATE HWY ENGR
APR 19 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

APPROVED EFFECTIVE DATE 3-10-78
Contingent upon modification of project agreement if additional funds are required.
BY G. K. Hossner
TITLE Field Operations Engineer
DATE 4-17-78
FEDERAL HIGHWAY ADMINISTRATION

Location by station numbers:

Lt. 876+00

Estimate of quantities and cost:

Material	$	250.00
Labor		300.00
Equipment		125.00
Estimated Cost	$	675.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Service pole was set at planned location and ready for service, power company requested service pole be moved from planned location to provide a closer access to power source.

Work has been completed.

NOTED
H.S. COULTER

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the **Resident Engineer**.

Project authorization	$3,977,970.20
Present estimate of project costs, including $ 675.00 for work under this order	$3,835,565.30
Expected under-run amount	$ 143,404.92
Expected under-run per cent	3.6

Space to right of this line is for use of Salem Office

Submitted by: D. W. Greene — Resident Engineer

Approval Recommended: — Regional Engineer

Approval Recommended: — For: Construction Engineer or Bridge Engineer

Approved O. B. Jackson For Construction Engineer
3-10-78

SP*78004-734

8501

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

CON 5

S. D. Spencer & Son
4614 N. E. 72nd Ave.
Vancouver WA 98661

October 12, 1977

Gentlemen:

I note by the Resident Engineer's weekly report for the week ending October 8, 1977, that 41% of the time has elapsed for completion of the work on the Cottage Grove-Martin Creek Section of I-5, contract No. 8501, and still no progress other than the erection of two large warning signs.

If you will recall, I discussed on the telephone with you several weeks ago the concern of this office for the lack of progress on this project and also my concern that winter weather is coming upon us and we are expecting what might be considered an average year. This might prevent the completion of the structure work on the project in order for you to complete your work within the time specified under the terms of the contract.

Your superintendent, Mr. Jordan, furnished the Highway Division with a work schedule at the time of the pre-construction conference and it appears at this point in time that that schedule will not be met even though it indicated you could not complete work within the time specified.

I would appreciate it very much if you would advise this office what your plans are in order to complete the work under the terms of the contract.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

as/cw

cc H. S. Coulter
C. T. Keasey
D. W. Greene
Otis Jordan

NOTED
H. S. COULTER

STATE HWY GR
OCT 14 '77
REFER TO

#8501

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SUBJECT: Oregon Project I-F-5-3 (109)170
Cottage Grove - Martin Cr. Sec.
Construction Access

DATE: October 11, 1977

In reply refer to: HB3-OR

FROM : G. L. Green, Division Administrator

TO : H. S. Coulter, State Highway Engineer

I concur with the concept of changing construction access to the subject project as explained in Mr. Hopkins' September 30 letter. I am concerned, however, with details effecting traffic safety in the short crossing distance between the truck turn around (Sta 1027) and the haul road (Sta 1008). I understand several mitigating alternatives such as flagging trucks and/or some type of cancellation clause will be considered during negotiations with the contractor.

G.K. Hossner
G. L. Green

RECEIVED
STATE HWY ENGR
13 '77
REFER TO
Kessey
FOR

orig to

10/13 gr

1-5

FORM 31-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

August 19, 1977

FILE: CON 5

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Bridge End Panels
Cottage Grove-Martin Cr. Sec.
Pacific Highway
Contract No. 8501

S. D. Spencer and Sons has proposed to substitute cast-in-place end panels (OSHD Std. Dwg. 2070) in lieu of the pre-cast end panels specified on plans. He would make this substitution on bridges that are involved in the median crossover and detours.

The proposal seems practical since a better job can be achieved and the work to be done in stage construction would allow time for a poured-in-place panel if this work is concurrent with other structure modification work. Any price agreement would have to contain assurance that work under PA would not lengthen the time the detour is in use.

Since this amounts to value engineering, we need help to determine what an acceptable credit to state should be. Our initial estimate shows a potential savings of approximately $100,000. Please advise your analysis of this proposal.

jjg/cw
Attach.

cc D. W. Greene
J. H. Versteeg

REFERRED TO

Beard
Cole
Eriksen 7E
Hager
Reed
Sample
Watson
Wolfe

Return [✓ Discuss] Do File Copy Due

BY FINAL DESIGN ENGINEER

1 Versteeg
Olson
2 Christensen DC
Scott
3 Swenson ARB
Savage

RECEIVED
AUG 24 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

8501

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-93 & 5-94	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-16-77	te Oregon County Lane Project No. I-F-5-3(109)170

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Cottage Grove NCL., S. 5.23 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-2-77	5.228
OTHER *(Specify)*		

FUNDS PRO RATA 92.24-I 85.80-F

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
3,893,357 - I $ 23,467 - F	3,591,232 - I $ 20,134 - F

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Deputy State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
for: G. L. Green
Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon May 10, 1977

Federal Aid Project
No. I-F-5-3(109)170

Cottage Grove-Martin Creek Section
Pacific Highway
Lane County

Project Agreement Estimate.

Type Code 9662
Roadway (Sta. 721+70 to Sta. 999+13)

Furnishing Field Laboratory	1 ea.	2,900.00	$ 2,900.00
Mobilization	All Required		255,000.00
Temporary Protection & Direction of Traffic	All Required		67,773.00
Temporary Signs	2,000 sq.ft.	7.00	14,000.00
Temporary Barricades	45 ea.	70.00	3,150.00
Temporary Continuous Rail Traffic Barrier (Reflectorized)	400 lin.ft.	6.00	2,400.00
Temporary Concrete Barrier	13,250 lin.ft.	10.50	139,125.00
Moving Temporary Concrete Barrier	14,600 lin.ft.	3.00	43,800.00
Temporary Plastic Safety Markers	55 ea.	105.00	5,775.00
Flagmen	2,500 hr.	18.10	45,250.00
Oversize Advance Construction Signs	2 ea.	5,160.00	10,320.00
Rumble Strip	3 ea.	350.00	1,050.00
Clearing and Grubbing	All Required		20,880.00
Removal of Structures & Obstructions	All Required		15,348.00
Ditch Excavation	600 cu.yd.	5.00	3,000.00
Embankment in Place	29,000 cu.yd.	3.74	108,460.00
Trench Excavation	785 cu.yd.	13.92	10,927.20
Finishing Roadbed and Slopes	All Required		15,919.00
Watering	1,300 M-Gal.	7.40	9,620.00
Aggregate Shoulders	55,000 ton	4.90	269,500.00
Treated Base Mixture	10,500 ton	8.42	88,410.00
Class "B" or Class "C" Asphalt Concrete Mixture	70,000 ton	6.92	484,400.00
Class "E" Asphalt Concrete Mixture	14,600 ton	7.46	108,916.00
Asphalt Concrete In Mixture	5,580 ton	80.00	446,400.00
Portland Cement or Lime Additive in Class "E" Mixture	145 ton	62.00	8,900.00
Asphalt In Tack Coat	80 ton	140.00	11,200.00
Cement in Treated Base Mixture	580 ton	62.00	35,960.00
Early Set Concrete	6,900 sq.yd.	30.00	207,000.00
15-inch Culvert Pipe	208 lin.ft.	11.45	2,381.60
18-inch Culvert Pipe	162 lin.ft.	12.60	2,041.20
24-inch Culvert Pipe	154 lin.ft.	17.45	2,687.30
48-inch Culvert Pipe	8 lin.ft.	50.25	402.00
72-inch Culvert Pipe	16 lin.ft.	176.00	2,816.00
12-inch Sewer Pipe	2,480 lin.ft.	8.15	20,212.00

15-inch Sewer Pipe	1,110 lin.ft.	9.20	10,212.00
18-inch Sewer Pipe	60 lin.ft.	12.95	777.00
Extra for Pipe Under Pavement	3,145 lin.ft.	7.80	24,531.00
Concrete Manholes	1 ea.	840.00	840.00
Concrete Inlets, Type G-1	18 ea.	405.00	7,290.00
Concrete Inlets, Type G-2	6 ea.	457.00	2,742.00
Concrete Inlets, Type G-2M	1 ea.	476.00	476.00
Concrete Inlets, Type G-2MA	5 ea.	511.00	2,555.00
Concrete Inlets, Type M-E	10 ea.	630.00	6,300.00
Concrete Inlets, Type M-O	1 ea.	733.00	733.00
8-inch Drain Pipe	100 lin.ft.	5.00	500.00
Special Filter Material in Drains	10 cu.yds.	15.00	150.00
Guardrail, Type 2A	18,300 lin.ft.	3.25	59,475.00
Guardrail, Type 3	775 lin.ft.	6.00	4,650.00
Guardrail Anchors, Type 1	13 ea.	115.00	1,495.00
Guardrail Anchors, Type 2	7 ea.	265.00	1,855.00
Extra for Guardrail Bridge Connections	5 ea	85.00	425.00
Rail End Pieces, Type A	7 ea.	15.00	105.00
Rail End Pieces, Type C	13 ea.	60.00	780.00
Type 3 Fence	75 lin.ft.	5.50	412.50
Type CL-6R Fence	600 lin.ft.	8.00	4,800.00
Concrete Shoulder Barrier	400 lin.ft.	5.73	2,292.00
Concrete Median Barrier, Standard	10,475 lin.ft.	5.73	60,021.75
Concrete Median Barrier, Non-Standard	1,300 lin.ft.	20.98	27,274.00
Paved Culvert End Slopes	1,455 sq.ft.	7.70	11,203.50
Drainage Curbs	955 lin.ft.	2.10	2,005.50
Loose Riprap Class 50	10 cu.yd.	12.00	120.00
Delineators	240 ea.	13.00	3,120.00
Adjusting Inlets	4 ea.	185.00	740.00
Roadside Seeding & Mulching	10 acres	485.00	4,850.00
Removal of Existing Sign Installations	All Required		282.00
Weed Sign Posts	All Required		1,261.00
Sign Support Footings	All Required		2,114.00
Single Post Slip Base Supports	All Required		3,350.00
Breakaway Sign Posts	All Required		8,512.00
Double Sign Supports	All Required		4,555.00
Exit Number Sign Supports	All Required		276.00
Structure Mounts	All Required		594.00
Type "A" Signs in Place	174 sq.ft.	14.18	2,467.32
Type "D" Signs in Place	19 sq.ft.	5.32	101.08
Type "G" Signs in Place	41 sq.ft.	5.26	215.66
Move, Modify & Reinstall Existing Signs	All Required		3,707.00
			$2,736,178.61

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 4,500.00
Stage Construction Striping (S.F.)	All Required	2,500.00
Temporary Erosion Control (E.W.)	All Required	5,000.00
On-the-Job Trainees (4 @ $800)	All Required	3,200.00
		$ 15,200.00

	Subtotal		$2,751,378.61
	Engineering		321,421.39
	Subtotal		$3,072,800.00
Credit for Salvaged Guardrail	168,000 lb.	0.0555	(9,324.00)
	TOTAL		$3,063,476.00

Type Code X021
Structure Br. 7809 (MP 171.62)

Steel Sheet Piling	592 lin.ft.	13.00	$ 7,696.00
12'x25' Precast End Panels	4 only	3,120.00	12,480.00
Class 1 Preparation, Br. No. 7809	770 sq.yd.	897.00	6,906.90
Dense Concrete Resurfacing	770 sq.yd.	23.30	17,941.00
	Alternate "B"		$ 45,023.90

Type Code X021
Structure Br. 7809A (MP 171.62)

Steel Sheet Piling	840 lin.ft.	13.00	$ 10,920.00
12'x25' Precast End Panels	6 only	3,120.00	18,720.00
Membrane Waterproofing, Br. No. 7809A	1,025 sq.yd.	13.77	14,114.25
			$ 43,754.25

Type Code X220
Structure Br. 7810 (MP 171.56)

12'x25' Precast End Panels	4 only	3,120.00	$ 12,480.00
Class 1 Preparation, Br. 7810	630 sq.yd.	8.97	5,651.00
Dense Concrete Resurfacing	630 sq.yd.	23.30	14,679.00
	Alternate "B"		$ 32,810.10

Type Code X220
Structure Br. 7810B (MP 171.56)

12'x25' Precast End Panels	6 only	3,120.00	$ 18,720.00
Membrane Waterproofing, Br. No. 7810B	850 sq.yd.	13.77	11,704.50
			$ 30,424.50

Type Code X121
Structure Br. 7830 (MP 174.41)

Raise Bridge No. 7830	All Required		$ 34,397.00
Steel Sheet Piling	560 lin.ft.	13.00	7,280.00
12'x25' Precast End Panels	4 only	3,120.00	12,480.00
Class 1 Preparation, Br. No. 7830	400 sq.yd.	8.97	3,588.00
Dense Concrete Resurfacing	400 cu.yd.	23.30	9,320.00
	Alternate "B"		$ 67,065.00

Type Code X121
Structure, Br. 7830A (MP 174.41)

Raise Bridge No. 7830A	All Required		$ 31,484.00
Steel Sheet Piling	728 lin.ft.	13.00	9,464.00
6'x25' Precast End Panels	4 only	1,685.00	6,740.00
12'x25' Precast End Panels	4 only	3,120.00	12,480.00
Membrane Waterproofing Br. No. 7830A	565 sq.yd.	13.77	7,780.05
			$ 67,948.05

Type Code X220
Structure Br. 7833A (MP 174.74)

Raise Bridge No. 7833A	All Required		$ 35,241.00
Steel Sheet Piling	840 lin.ft.	13.00	10,920.00
6'x25' Precast End Panels	2 only	1,685.00	3,370.00
12'x25' Precast End Panels	6 only	3,120.00	18,720.00
Membrane Waterproofing Br. No. 7833A	515 sq.yd.	13.77	7,091.55
			$ 75,342.55

Type Code X220
Structure Br. 7833B

12'x25' Precast End Panels	3 only	3,120.00	$ 9,360.00
Membrane Waterproofing, Br. No. 7833	460 sq.yd.	13.77	6,334.20
			$ 15,694.20

Type Code X021
Structure, Br. 7861 (MP 169.58)

Raise Bridge No. 7861	All Required		$ 16,291.00
Steel Sheet Piling	822 lin.ft.	13.00	10,686.00
6'x25' Precast End Panels	2 only	1,685.00	3,370.00
12'x25' Precast End Panels	4 only	3,120.00	12,480.00
Class 1 Preparation, Br. No. 7861	325 sq.yd.	8.97	2,915.25
Dense Concrete Resurfacing	330 sq.yd.	23.30	7,689.00
	Alternate "B"		$ 53,431.25

Type Code X021
Structure, Br. 7861A (MP 169.58)

Raise Bridge No. 7861A	All Required		$ 31,629.00
Steel Sheet Piling	896 lin.ft.	13.00	11,648.00
12'x25' Precast End Panels	6 only	3,120.00	18,720.00
Membrane Waterproofing, Br. No. 7861A	370 sq.yd.	13.77	5,094.90
			$ 67,091.90

Type Code X221
Structure, Br. 7863A (MP 174.24)

Steel Sheet Piling	288 lin.ft.	13.00	$ 3,744.00
12'x25' Precast End Panels	4 only	3,120.00	12,480.00
Class 1 Preparation, Br. No. 7863	755 sq.yd.	8.97	6,772.35
Dense Concrete Resurfacing	755 sq.yd.	23.30	17,591.50
Raise Transverse Joing	40 lin.ft.	50.70	2,028.00
Replace Transverse Joint Seal	40 lin.ft.	13.00	520.00
	Alternate "B"		$ 43,135.85

Type Code X220
Structure, Br. 7863A (MP 174.24)

Steel Sheet Piling	434 lin.ft.	13.00	$ 5,642.00
12'25' Precast End Panels	6 only	3,120.00	18,720.00
Membrane Waterproofing, Br. No. 7863A	1,010 sq.ft.	13.77	13,907.70
			$ 38,269.70

Type Code X220
Structure, Br. 7864A (MP 173.84)

6'x25' Precast End Panels	2 only	1,685.00	$ 3,370.00
12'x25' Precast End Panels	12 only	3,120.00	37,440.00
Class 1 Preparation, Br. No. 7864A	1,040 sq.yd.	8.97	9,328.80
Dense Concrete Resurfacing	1,040 sq.yd.	23.30	24,232.00
Raise Longitudinal Joints	225 lin.ft.	13.23	2,976.75
	Alternate "B"		$ 77,347.55

Type Code X220
Structure, Br. 7865A (MP 173.4)

6'x25' Precast End Panels	2 only	1,685.00	$ 3,370.00
12'x25' Precast End Panels	12 only	3,120.00	37,440.00
Class 1 Preparation, Br. No. 7865A	1,130 sq.yd.	8.97	10,136.10
Dense Concrete Resurfacing	1,125 sq.yd.	23.30	26,212.50
Raise Longitudinal Joints	240 lin.ft.	13.23	3,175.20
	Alternate "B"		$ 80,333.80
	Structure Subtotal (Alternate "B")		$ 737,672.60
	Engineering		92,208.40
	TOTAL		$ 829,881.00

Primary Participating Funding
Structures (throughout project)

Code X021, Class 2 Prep., Br. No. 7809	40 sq.yd.	35.30	$ 1,412.00
Code X021, Class 2 Prep., Br. No. 7810	30 sq.yd.	35.30	1,059.00
Code X121, Class 2 Prep., Br. No. 7830	20 sq.yd.	35.30	706.00
Code X121, Class 2 Prep., Br. No. 7861	16 sq.yd.	35.30	564.80

Code X221, Class 2 Prep., Br. No. 7863	40 sq.yd.	35.30	1,412.00
Code X220, Class 2 Prep., Br. No. 7864A	50 sq.yd.	35.30	1,765.00
Code X220, Class 2 Prep., Br. No. 7865A	55 sq.yd.	35.30	1,941.50
			$ 8,860.30

Anticipated Items

Class 3 Bridge Deck Preparation (EW)	All Required	$ 12,000.00
	Subtotal	$ 20,860.30
	Engineering	2,606.70
	TOTAL	$ 23,467.00

Length of Roadway - - - - - - - - - - - -	5.025 miles
Length of Structure (7) - - - - - - - - -	0.203 mile
TOTAL Length	5.228 miles

Cost of Roadway Per Mile- - - - - - - - -	$609,646.96

Work Retained in Program Status (not included in totals below)

Work by City of Cottage Grove, Water	All Required	$ 2,000.00
Median Barrier Delineators (E.W.)	All Required	350.00
Overflow Pipe Sta. 761+80 (E.W.)	All Required	2,000.00
Temporary Illumination (Detour Crossovers)(E.W.)	All Required	25,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (92.24%)	$3,063,476.00	$2,825,750.00	$237,726.00
Structures (92.24%)	829,881.00	765,482.00	64,399.00
Subtotal	$3,893,357.00	$3,591,232.00	$302,125.00
Primary Funding (85.8%)	23,467.00	20,134.00	3,333.00
TOTAL	$3,916,824.00	$3,611,366.00	$305,458.00

Group 1 - 100%
Group 2 - 00%

Contract No. 8501
Prefix: 620-1088

Cottage Grove-Martin Creek Section
Nonparticipating - State Work

State Responsibility for Damages	All Required	$5,000.00

#P501

5-16-77

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-3(109)170

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70003

COUNTY NAME
Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 26 '77
REFER TO
FOR
Info | ve | GR | R | gr | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
3-2-77	4-20-77	Interstate 5
		STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

"Cottage Grove-Martin Creek Section"

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility adjustment
(Pacific Power and Light Company)
Total estimated cost not to exceed
$2,440 - Fed. Funds $2,250.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Preston's 5-6-77 letter, this will confirm the verbal authorization of Mr. Hossner of this office to proceed with the installation of power lines for temporary illumination at Stations LS803+40, LN878+70 and LS 1014+50 effective April 20, 1977. Reimbursement on a lump sum basis is approved as shown above.

I approve the agreement with PP&L consisting of their expenditure requisition approved 3-21-77 and plans as accepted by the State 4-20-77, submitted by Mr. Preston's 5-6-77 letter.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-16-77	G K Hossner	For Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8501

ROW 18-4

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 6, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street NE
Salem OR 97310

Installation of Temporary
Lighting
Cottage Grove-Martin Cr. Section
Pacific Highway
Lane County
Project No. I-5-3(109)170
Contract No. 8501

Dear Mr. Green:

Here is a copy of a lump sum estimate of cost to furnish power at three locations throughout the project for temporary illumination during the bridge reconstruction work. The three locations involved are in the vicinity of Stations Ls803+40, Ln878+70, and Ls1014+50.

The lump sum agreement covers the installation and the removal of the service facilities.

This matter was discussed with Glenn Hossner, and an advance authorization to proceed with the work effective April 20, 1977, was received.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advance authorization to proceed with the work effective April 20, 1977, is requested. The cost to the State is $2,440.

Yours truly,

PGP

Phil G. Preston
Utility Special Studies Engr.

PGP:db
Enclosure

cc: H. S. Coulter
D. E. Swan
Robert Church

RECEIVED
STATE HWY ENGR
MAY 9'77
REFER TO
FOR
Info Inves R/D D.R Sign Act File

Form 81-734-3123

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-F-5-3(109)170

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70003

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 14 '77
REFER TO Rulien
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED 3-2-77	DATE AUTHORIZATION EFFECTIVE 3-2-77	FEDERAL ROUTE NUMBER Interstate 5	STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

"Cottage Grove-Martin Creek Section"

GENERAL DESCRIPTION OF WORK:

Grading, paving, barriers, signing and structures
(Code 9662, X021, X022, X121 Miles 5.228)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*)

Perm. pavement striping (SF)	$4500.
Stage Construction striping (SF)	$2,500.
Temp. erosion control (EW)	$5,000.
On-the-Job Traning	$3,200.
Class 3 Bridge Deck Preparation (EW)	$12,000

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's 2-28-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $3,828,837 - Federal funds $3,530,303.

A signed title sheet is returned herewith.

DATE 3-2-77	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE For Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8501

1-5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: February 14, 1977

In reply refer to: 1041B.3

SUBJECT: Oregon Project I-F-5-3(109)170
Cottage Grove-Martin Creek
Pacific Highway
Lane County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Versteeg's letter of February 3, 1977, requested approval to use 4:1 slopes on the subject project. This approval was agreed upon in Mr. Versteeg's meeting of January 31 with Mr. Cusack, Mr. Valach and Mr. Hossner, and I hereby confirm that approval.

G. K. Hossner
for G. L. Green

1 Versteeg ✓
Olson
2 Christensen
Scott
3 Swenson
Savage
Trout

RECEIVED
FEB 16 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

RECEIVED
STATE HWY ENGR
FEB 15 '77
REFER TO
Versteeg 4
FOR

Info	Inves	R/D	D/R	Sign	Act	File

REFERRED TO

Beard
Reed
Cole
Sample
✓ Eriksen F.E.
Watson
Hager
Wolfe

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

f-501

1859

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR
F. B. KLABOE
Administrator and
State Highway Engineer

February 3, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
E. S. HUNTER
1

Dear Mr. Green:

Re: Cottage Grove-Martin Creek
Pacific Highway
Lane County

A 5" overlay is required on this project to strengthen the present pavement. It is therefore necessary to place shoulder aggregate along the pavement edge to transition from the pavement drop off back to the existing roadway section. In some instances this requires additional embankment.

The existing slopes are:

	NBd	SBd
Median	4:1	6:1
Outside slopes	4:1	4:1

Present interstate standards would call for the shoulder aggregate material to be placed on 6:1 slopes. We have reviewed the slopes on this project and propose to utilize 4:1 slopes in the median and on outside shoulders on fills and 6:1 slopes on outside shoulders in cuts based on the following:

1. 4:1 shoulder aggregate slopes in the median will provide for better rounding through the median cross sections than 6:1 slopes would for safety purposes.

2. 4:1 shoulder aggregate slopes on fill sections will also provide a better rounding transition for safety.

Form 81-734-3122

3. 6:1 shoulder aggregate slopes in cut sections provide for a better rounding transition through the ditch section.

4. The use of 4:1 slopes in lieu of 6:1 slopes will provide for the following savings of natural resources and construction dollars:

	Quantity	Cost
Aggregate Shoulder Material	18,000 Tons	$ 76,500
Embankment	15,000 cy.	60,000
Pipe Extensions		1,030
Mobilization 7%		9,627
		$147,157
E & C 12-1/2%		18,393
		$165,550

5. Pressure from the public to minimize grading work on overlay-safety projects to that absolutely necessary consistent with good engineering judgement.

The above was discussed and tentatively approved by Mr. E. J. Valach, Mr. G. K. Hossner and Mr. V. V. Cusack on Monday, January 31, 1977. Please review our proposal and give us your approval.

We are preparing our plans based on the above for a March 24, 1977, bid letting.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Duane O. Christensen
Duane O. Christensen
Final Design Engineer

DOC:az
cc: E. S. Hunter
A. E. Shirley
F. Eriksen
A. Brummitt

RECEIVED
STATE HWY ENGR
FEB 4 '77
REFER TO
FOR
D/R Sign Act File

8501

1

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR
F. B. KLABOE
Administrator and
State Highway Engineer

January 31, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Re: Cottage Grove-Martin Creek
Pacific Highway
Lane County

A 5-1/2" overlay is required on this project to strengthen the present pavement. It is necessary to place shoulder aggregate at the pavement edge to transition from the pavement drop off back to the existing roadway section. In some instances this requires additional embankment.

Recent standards would generally require this aggregate to be placed on 6:1 slopes even though the present slopes are 4:1. With the present concern for conserving natural resources and utilizing our construction dollar to the maximum extent possible consistent with good engineering judgement we request approval to utilize 4:1 slopes for the aggregate shoulder material.

The use of 4:1 slopes on this project instead of 6:1 slopes would provide the following savings:

	Quantity	Cost
Aggregate Shoulder Material	33,000	$140,000
Embankment	7,000	28,000
		$168,000
w/E & C		$188,000

A review of F.H.W.A. Circular Memorandum dated March 12, 1969; AASHTO publication entitled "Highway Design and Operational Practices Related to Highway Safety", dated 1974; and Texas Transportation Institute Project Report RF 3113 entitled "Guide for Selecting, Locating, and Designing Traffic Barriers" dated February 26, 1976, indicates that 3:1-4:1 slopes are acceptable on fills 15 feet and higher without guardrail based on economics.

It seems reasonable to assume then that under present day concern for conservation of materials and construction dollars that 4:1 rock slopes should be acceptable for lower fills, especially with the national speed limit being lowered to 55 mph.

Very truly yours,

Duane O Christensen

Duane O. Christensen
Final Design Engineer

DOC:az
cc: E. S. Hunter
F. Eriksen

RECEIVED
STATE HWY ENGR
JAN 31 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

6501

15

PRO 6-2

January 25, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 70003
Project No. I-F-5-3(109)170
Cottage Grove-Martin Creek Section
Lane County

We are submitting PR-9 forms (Request for Approval of Individual Project Program Change) and required PR-1 forms (Program Data) for the subject project to add necessary prefix letter "F" to jointly finance the project with both Interstate and Consolidated Primary Funds.

JLG:ljt

Attachment

ACTION NO.

TO W.O.

FORM PR-9
(REV. 4-61)

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

UMBER (20)

PROJECT LOCATION (45 typewriter spaces): 21 I-5, Cottage Grove NCL, S 5.23 mi. 65

ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
	13,400	22,800 (66) (70)	96 (71) (72)	10 (74) (75)	Oregon	41 (2) (3)	042 010 4 5	70003 (14) (18)

R OF PROPOSED WORK (35 spaces): Type Pavement & Safety Rev 62

NATL. FOREST (63) (65)

FOR MISCELLANEOUS FUNDS ONLY

FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR
(66) (68)	69	70	71	72 73	74 75

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER-AGR. NO.
14 I-F 23	7 5-3 (109) 13

I PROJECTS ONLY

POST MI.	DESIG.
MI. 170 (24) (26)	27

EDERAL FUNDS ²: Interstate & Consolidated Primary

COUNTY NAME: Lane

CODE: 14 039 16

RBAN AREA: ---

F.A. SYSTEM: Interstate

RTE NO.	FEDERAL AID	STATE	U.S.
I	I-5	(32) 1 (36)	(37) I-5 (41)

JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARACTER OF PROPOSED WORK
41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
		PE ROW CONST		ITEM AS NOW PRO-GRAMED (Safety)	(old 864) 70003	I-5-3(109) 170	"Cottage Grove-Martin Creek Section"	5.23	5,000,000	4,600,000	400,000	High Type Pavement & Safety Revisions RR protective service as required.
							PROJECT TOTAL	5.23	5,000,000	4,600,000	400,000	
		PE ROW CONST		RE-QUESTED REVISION (Safety)	70003	I-5-5-3 (109)170	-Same as above-	(5.23) 5.23	(5,000,000) (16) 4,991,000 (23)	(4,600,000) (24) 4,592,300 (33)	398,700	-Same as above
							PROJECT TOTAL	5.23	4,991,000	4,592,300	398,700	

or PR-9 has been submitted
t 7 days. Yes ☐

PROJECT WITHDRAWN
YES ☐

REASON FOR CHANGE:

Budget Bureau No. 41-R2068; Approval E
U.S. DEPART
BUREA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD	REPORT NUMBER (19)–(20)	PROJECT LOCATION *(45 typewriter spaces)* 21–65	ADT		FUTURE (66)–(70)	YEAR (71)–(72)	REGION (74)–(75)	STATE NAME	STATE CODE (2)
2		I-5, Cottage Grove NCL, S 5.23 mi.		13,400	22,800	96	10	Oregon	41

CARD 3

CHARACTER OF PROPOSED WORK *(35 spaces)* 28–62: High Type Pavement & Safety Rev

NATL. FOREST (63)–(65):

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. (66)–(68): SUPV AGCY 69: DA CLASSIF. 70: DA AREA 71: EMERG. YR. 72–73: PL AUTH YR 74–75:

PROJECT NUMBER: PREFIX LETTER(S) 14–23: I-F NUMBER-AGR. NO. 7–12: 5-3 (109)

CARD 4

CLASS OF FEDERAL FUNDS [1]: Interstate & Consolidated Primary

COUNTY NAME: Lane

NAME OF URBAN AREA 17-31: ---

F.A. SYSTEM: Interstate

RTE NO.: I

FEDERAL AID: I-5

STATE (32)–(36): 1

CARD 5	LINE NO.	CHNG CODE	PROJECT ACCOUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARA PROPO
1	(1 to 5)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED (Safety)	(old 864) 70003	I-5-3(109) 170	"Cottage Grove-Martin Creek Section"	5.23	5,000,000	4,600,000	400,000	High Type Pav Safety Revis RR protective required.
										PROJECT TOTAL	5.23	5,000,000	4,600,000	400,000	
5					PE ROW CONST		RE-QUESTED REVISION (Safety)	70003	I-5-5-3 (109)170	-Same as above-	(5.23) 5.23	(5,000,000) (16) 4,991,000 (23)	(4,600,000) (24) 4,592,300 (33)	398,700	-Same as abo
										PROJECT TOTAL	5.23	4,991,000	4,592,300	398,700	

CARD 1 A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐

PROJECT WITHDRAWN YES ☐

REASON FOR CHANGE:

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

N NO.

O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

(20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT		FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (2) (3)	APPN. CODE 4 6	ITEM NO. (14) (16)

PROPOSED WORK (35 spaces) 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I PROJECTS ONLY	
		FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13	POST MI. MI. (24) (26)	DESIG. 27

RAL FUNDS 1

COUNTY NAME

CODE 14 16

AREA

F.A. SYSTEM

RTE NO.

FEDERAL AID: STATE (32) (36) U.S. (37) (41)

WORK								PROJECT COST			
L	TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
42	43 - 46	58					(54) (58)	(59) (66)	(67) (76)		
	PE ROW CONST		Re-quested Revision (Safety)	70003	F-I-5-3 (109)170	"Cottage Grove-Martin Cr. Section"	(5.23) 5.23	(5,000,000) 9,000	(4,600,000) 7,700	1,300	High Type Pavement & Safety Revisions. RR protective service as required.
						PROJECT TOTAL	5.23	9,000	7,700	1,300	
	PE ROW CONST		RE-QUESTED REVISION					(16) (23)	(24) (33)		
						PROJECT TOTAL					

PR-9 has been submitted Yes ☐
7 days.
CODE 11

PROJECT WITHDRAWN
YES ☐
CODE 2

REASON FOR CHANGE:

-over-

tting into two or more projects. Prepare a form PR-1 for all resulting from such action.

PROVAL:
31, 1976

4, 1976
5, 1977

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE January 25, 1977	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
~~STATE HIGHWAY ENGINEER~~ Program Management Engineer	TITLE	TITLE

nsfer from one class of project to another, or covers joint financing, show both classes of funds involved.

THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48808-P61

Budget Bureau No. 41-R2068; Approval Ex

U.S. DEPARTME
BUREAU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD 1	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT		FUTURE (66) YEAR (70)(71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (8) (9)

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER: PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13

CARD 4	CLASS OF FEDERAL FUNDS [1]		COUNTY NAME			
	NAME OF URBAN AREA 17-31	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32)	(36)(37

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARAC PROPOSE
1	(14-15)	18	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		Re-quested Revision (Safety)	70003	F-I-5-3 (109)170	"Cottage Grove-Martin Cr. Section"	(5.23) 5.23	(5,000,000) 9,000	(4,600,000) 7,700	1,300	High Type Pave Revisions. RR protective required.
										PROJECT TOTAL	5.23	9,000	7,700	1,300	
5					PE ROW CONST		RE-QUESTED REVISION					(16) (23)	(24) (33)		
										PROJECT TOTAL					

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	REASON FOR CHANGE:
1	COLUMN 14 ⟶ CODE 11	CODE 2	

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

-over-

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
August 31, 1976	DATE January 25, 1977	DATE	DATE
OTHER: October 4, 1976 January 5, 1977	SIGNATURE	SIGNATURE	SIGNATURE
	~~STATE HIGHWAY ENGINEER~~ Program Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

COTTAGE GROVE-MARTIN CREEK SECTION

PROJECT NO. I-F-5-3(109)170

REASON FOR CHANGE:

(1) To jointly finance the project using Interstate and Consolidated Primary Federal Aid Funds. The overall length of the project is 5.23 miles which is financed with Interstate funds except Consolidated Primary Funds will be used for the extensive reconstruction work required for bringing any bridge deck up to structural integrity to accept an overlay or membrane.

(2) The overall estimated project cost does not require changing at this time.

O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 25, 1977

PROJECT LOCATION *(45 typewriter spaces)*	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5, Cottage Grove NCL, S 5.23 mi.		13,400	22,800	96	10	Oregon	41	010	70003

OPOSED WORK *(35 typewriter*	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Pavement & Safety Rev.								F-I-	5-3	(109)	170	

L FUNDS	Consolidated Primary	COUNTY NAME	Lane	CODE 039	PROGRAM STAGE ☐ 1 OR ☐ 2
REA	- - -	ROUTE NO. I	FEDERAL-AID I-5	STATE 1	U.S. I-5

WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
PE								RR protective service as required.
ROW								
CONST (CODE) (Safety) 9662 X021 X121		"Cottage Grove-Martin Cr. Section"	(5.23) 5.23	(5,000,000) 9,000	(4,600,000) 7,700	1,300		ROW - 225' min.; Access Control-full; Parking Restrictions-Complete
ARED BY X220 JLG		PROJECT TOTALS	5.23	9,000	7,700	1,300		

RAM APPROVAL DATES

REMARKS
Additional Data: Item No. 258;
Project No. I-5-3(40)169.

-over-

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	January 25, 1977

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 I-5, Cottage Grove NCL, S 5.23 mi. 65	**ADT**	PRESENT 13,400	FUTURE 22,800 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon	STAT COD 4	

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* High Type Pavement & Safety Rev. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV. AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) F-I- 14 23	NUMBER 5-3 7	SEQ. N (109	

CARD 4	CLASS OF FEDERAL FUNDS Consolidated Primary		COUNTY NAME Lane			CODE 039 (14) (16)
	NAME OF URBAN AREA 17-31 - - -	ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE 1 (36)	U.S. (37) I-5 (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)			
5					**PE**								RR p vice
5					**ROW**								
5					**CONST** (CODE) (Safety) 9662 X021 X121		"Cottage Grove-Martin Cr. Section"	(5.23) 5.23	(5,000,000) 9,000	(4,600,000) 7,700	1,300		ROW Acce Park Con

CARD 1	CODE 1	PREPARED BY X220 JLG	PROJECT TOTALS	5.23	9,000	7,700	1,300	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Additional Data: Item No. 258;
Project No. I-

- continued

ject is jointly financed using Interstate and Consolidated Federal Aid Funds. The overall length of the project is 5.23 ich is financed with Interstate funds except Consolidated Funds will be used for the extensive reconstruction work for bringing any bridge deck up to structural integrity t an overlay or membrane.

Data: The work consists of (1) overlay with high-type pave- existing facility consisting of four 12' lanes with 10' d 6' left shoulders and 16' minimum median; (2) safety re- to bring to present Interstate standards and roadway slopes, uardrail, median barrier, minor drainage structures and other ances; (3) railroad protective service as required; dental work common to this type of project; (5) raise three (2 twins and one single) as tabulated below under "Structures".

es:

Name and No.	Code	Cost
South End of Project		
Martin Cr., Br. No. 7861 A & B	X021	$ 72,000
O.P.& RR O'xing; Br. No. 7830 & A	X121	$112,800
Cottage Grove Int.; Br. No. 7833A(SBd.)	X220	$ 79,400

70 Requirements: Exempt from State Clearinghouse and 5 Clearinghouse A-95 review under working agreements.

-2 Requirements: Non-major action project concurred in by February 13, 1976.

FHWA 7-7-5 Requirements:

(a) Public Hearings - None required under the Oregon Action Plan (Category 3 project).

(b) Location/Design - Not a factor in the development of this project.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2-1 as the work, other than the overlay, is for the correction of features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

(3) This project is in Congressional District No. 4.

(4) The necessary landscaping of this section to conceal the construction scars caused by this project will be done under a separate project or projects in the future as "stage construction".

Data for PR-37:

Pavement (Type Code 9662) - - - - - - - - - - - - - - - - - - -	$3,235,800
Safety Revisions (Y Codes 002,007,101,106)- - - - - - - - -	1.500,000
Raise Bridges -	264,200
	$5,000,000

COTTAGE GROVE-MARTIN CREEK SECTION
PROJECT NO. F-I-5-3(109)170

REMARKS - continued

This project is jointly financed using Interstate and Consolidated Primary Federal Aid Funds. The overall length of the project is 5.23 miles which is financed with Interstate funds except Consolidated Primary Funds will be used for the extensive reconstruction work required for bringing any bridge deck up to structural integrity to accept an overlay or membrane.

Project Data: The work consists of (1) overlay with high-type pavement the existing facility consisting of four 12' lanes with 10' right and 6' left shoulders and 16' minimum median; (2) safety revisions to bring to present Interstate standards and roadway slopes, signs, guardrail, median barrier, minor drainage structures and other appurtenances; (3) railroad protective service as required; (4) incidental work common to this type of project; (5) raise three bridges (2 twins and one single) as tabulated below under "Structures".

Structures:

MP	Name and No.	Code	Cost
0.00	South End of Project		
0.07	Martin Cr., Br. No. 7861 A & B	X021	$ 72,000
4.90	O.P.& RR O'xing; Br. No. 7830 & A	X121	$112,800
5.23	Cottage Grove Int.; Br. No. 7833A(SBd.)	X220	$ 79,400

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 5 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on February 13, 1976.

FHWA 7-7-5 Requirements:

(a) Public Hearings - None required under the Oregon Ac
(Category 3 project).

(b) Location/Design - Not a factor in the development o
project.

NOTE: (1) On-the-job trainees, as set forth in FHWA order i
7-2(2), on this project will be determined at PS
and the number stipulated in the PS&E documents.

(2) The project qualifies as a "Safety Improvement Pr
under the provisions of FHPM 6-8-2-1 as the work,
than the overlay, is for the correction of featu
identified as hazardous in the AASHTO report, "Hi
Design and Operational Practices Related to Safet

(3) This project is in Congressional District No. 4.

(4) The necessary landscaping of this section to conc
construction scars caused by this project will b
under a separate project or projects in the futu
"stage construction".

Data for PR-37:

Pavement (Type Code 9662) - - - - - - - - - - - - - - -
Safety Revisions (Y Codes 002,007,101,106)- - - - - - -
Raise Bridges -

8501

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNME

Memorandum

DEPA MENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 18, 1977

In reply refer to: 1041BR.1

SUBJECT: Oregon Project I-5-3(-)169
Cottage Grove-Martin Cr. Section
Bridges 9761A&B, 7810A&B, 7809A&B,
7865A, 7864A, 7863&A, 7830&A, 7833A&B

FROM: G. L. Green, Division Administrator

TO: Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

Mr. Wallace's December 2, 1976 letter outlined a series of deck overlays and membranes for these structures. We have reviewed the proposal and find it satisfactory.

According to paragraph 9.d.2 of FHPM 6-7-2-7 1 1/4" of Dow latex surfacing is equal to 1 3/4" of Iowa dense concrete. In this project you are calling for equal amounts of each. The reason is that you are trying to obtain a specific final deck thickness. In view of this we will approve the procedure.

We apologize for the delay in this response.

for G. L. Green

cc:
OSHD (Hart)

cy [illegible] [illegible]
1-19-77

RECEIVED
STATE HWY ENGR
JAN 19'77
REFER TO [illegible]
FOR
Info | Inv | R.D | D.R | Sign | Act | File

#5c1 1-6-77

U. S. DEPARTMENT OF TRANSPORTATI - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

F ERAL AID PROJECT NO.: I-5-3(109)170

STATE PROJECT NO.: See below

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70003

COUNTY NAME: Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 14 '77
REFER TO Rulien
FOR

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 1-5-77

FEDERAL ROUTE NUMBER: Interstate 5

STATE ROUTE NUMBER: Primary 1

GENERAL LOCATION:
"Cottage Grove-Martin Creek Section"

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 12-27-76 letter, I approve the requested program change as follows:

Character of Proposed work: Add "3 Br."
Project Data: Add "(5) Raise 3 bridges (2 twins and one single) as tabulated below under"Structures".

Structures:

MP	Name and Number	Code	Cost
0.00	South End of Project		
0.07	Martin Cr.,Br.No. 7861 A & B	X021	$ 72,000
4.90	O.P. & RR O'xing; Br. No.7830 &A	X121	112,800
5.23	Cottage Grove Int.;Br.No.7833A (S.B)	X220	79,400

DATE: 1-6-77 1

SIGNATURE OF APPROVING OFFICIAL: G.K.

TITLE: Division Administrator

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8501 1

December 27, 1976 ~~PRO 6-2~~

TO: G. L. Green, Division Administrator
Federal Highway Administration

INAL SIGNED BY
D. E. SWAN

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Minor Program Change
Item No. 70003 (Old 864)
Project No. I-5-3(109)170 Safety
Cottage Grove-Martin Creek Section
Lane County

We hereby request your approval of a minor program change on the subject project as indicated below to add the raising of three structures (2 twins and one single).

Character of Proposed work: Add "3 Br."

Project Data: Add "(5) Raise 3 bridges (2 twins and one single) as tabulated below under "Structures".

Structures:

MP	Name and No.	Code	Cost
0.00	South End of Project		
0.07	Martin Cr., Br. No. 7861 A & B	X021	$ 72,000
4.90	O.P. & RR O'xing; Br. No. 7830 & A	X121	$112,800
5.23	Cottage Grove Int.; Br. No. 7833A (S Bd)	X220	$ 79,400

The overall project cost does not require changing at this time.

JLG:dpy

cc: B. L. Gifford
D. E. Swan

8501

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
December 23, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Cottage Grove-Martin Creek Section
Pacific Highway
Lane County

It is now apparent that we cannot make a January letting for this project and must re-schedule it for the February 24, 1977, letting.

Final details to accomplish the handling of traffic in the northbound lanes to accommodate the placing of the structural concrete overlay on the bridge structures have not been completed. These details will be completed next week.

An approval to pave the ramps at the Cottage Grove Interchange has also just been received and will be included in the contract plans.

DOC:az
cc: E. S. Hunter
A. E. Shirley
F. Eriksen
C. G. Swenson

RECEIVED
STATE HWY ENGR
DEC 28 '76
REFER TO
FOR
Info Inves R.O. D.R Sign Act File

R5C1

1-5

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/22/76
Donald L Rout

2-24-77 ~~[illegible]~~ Bid Letting ______ All Clear Deadline

SECTION Cottage Grove-Martin Creek
Highway Pacific
County Lane Region 3
Type of Work G-P-SN Funds FAI
State ✓ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒				☒	
Negative Declaration	☒				☒	
Project Assessment		☒	☒		☒	No conflicts
Write-off Letter	☒				☒	

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒				☒	
D.O.G.M.I.	☒				☒	Commercial
Corps of Engineers	☒				☒	
Coast Guard	☒				☒	
Co. Conditional Use	☒				☒	
NPS Air Pollution	☒				☒	
NPS Water Pollution	☒				☒	
Fish Wildlife Review		☒			☒	Phone reply Lawman to Trout 12-15-76 No comments or requirements

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☒				☒	
Cultural Salvage	☒				☒	

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒				☒	Aug 27'76 Letter

8-501

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

December 14, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILE

SUBJECT: Traffic Handling During
Bridge Deck Reinforcement
Cottage Grove-Martin Creek Section
Pacific Highway
Lane County

It is necessary to completely remove traffic from the southbound lanes while Iowa or Dow overlays are placed on the structures. The present structures are 6 inches thick and need structural reinforcing. The roadway width of 30 feet will not provide sufficient width to handle one-way traffic in conjunction with this work.

Alternatives:

1. Move traffic to two-way on northbound lanes, full length of project, (5.25 miles) separated by concrete median barrier.

2. Move traffic to two-way on northbound lanes, using two segments. North end segment 1.5 miles long and south end segment 2.5 miles long.

Alternate #1: Approximately 9,500 feet of concrete median barrier are called for on the project, approximately 11,500 feet of barrier could be available from the Divide-Comstock project and the remainder needed could be available from the Comstock-Anlauf project. The additional barrier could be stockpiled until needed on their respective projects. Full project length two-way on northbound lanes would establish a traffic pattern uniformity. Duration would be 8-9 weeks. This would require crossovers at each end of the project. The concrete median barrier would be incorporated into this project the Divide-Comstock project and the Comstock-Anlauf project.

During the 8-9 week time period while traffic is in the northbound lanes other work such as bridge raising, dig outs and paving would also be accomplished.

Alternate #2: This would divide the structural work into two segments. First moving traffic to two-way in the northbound lanes for one segment completing the deck overlay, raising, digout and paving work and then moving to the second segment and the associate work involved there.

Crossovers would be required at each end of both segments.

The following items have been reviewed:

1. Construction--Mr. Keasey has been contacted and feels that either alternative is workable.

2. Traffic Capacity--Trygstad indicates that peak hour traffic is approximately 850 and there should be no problem in handling this in one lane each direction.

3. Median Barrier Source--As indicated previously the barrier required to separate the traffic would be incorporated in this project, the Divide-Comstock and the Comstock-Anlauf project. This might require State purchase of all barrier not utilized in this project and writing it off at a later date to the other mentioned projects.

A review of the two alternatives has been made with J. X. Wilson and it is Region's recommendation that Alternate 2 with the shorter runs of two-way traffic, be implemented. It is their feeling and we concur that the shorter runs of two-way traffic would be more acceptable to the motoring public.

DOC:az
cc: E. S. Hunter
C. T. Keasey
L. E. George
W. J. Hart, Bridge Section
A. E. Shirley
F. Eriksen
C. G. Swenson
W. G. Beard

/ ✓
RECEIVED
Requires Reply
Requires Action
DEC 14 1976
ROAD
DESIGN
SECTION
Other

Reviewed with [illegible]
& Eriksen [illegible]

8501

1-5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 10, 1976

In reply refer to: 1041B.3

SUBJECT: I-5-3( )
Cottage Grove-Martin Cr. Sect.
Pacific Highway

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

I approve your proposed method of handling bridges within the subject section as explained in Mr. Versteeg's December 7 letter.

G. K. Hossner
for G. L. Green

REFERRED TO

Beard
Reed
Cole
Sample
✓ Eriksen FE
Watson
Hager
Wolfe

[✓ Return] Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

1 Versteeg
2 Doc
3 [illegible]

RECEIVED
DEC 14 1976
ROAD DESIGN SECTION

DEC 14 '76
REFER TO Versteeg

cy Rubien
Ellison
Bud Hinsley
12-14-76

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 7, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Re: Cottage Grove-Martin Creek Section
Pacific Highway
Lane County

As part of the subject overlay-safety project it is necessary to reinforce the roadway section at the bridge ends. Binkleman beam readings taken at the ends of all structures on this section indicate a need to overlay the roadway section at the bridge ends with 5" of A.C. The existing structures have from 2" to 6" of ACWS over the deck. Deflection test data is available for your review.

It is necessary to remove the existing ACWS from the bridges and limit the overlay to 1-1/2" to 2". The deck treatment required for each structure will be set forth in a separate letter from the Bridge Section.

In order to develop the structural strength of the roadway system and limit the overlay on the bridge decks it is necessary to either dig out at the bridge ends or raise the structures. To accomplish this the following was discussed and tentatively approved by Tom Lowe, Glenn Hossner and Herb Schell subject to this submission and final review:

1) Raise 5 structures--

Based on recommendations from the Bridge Section as to the feasibility of raising the structures it was determined that the following structures be raised approximately 5"± to provide for the 5" overlay:

Form 81-734-3122

2 @	Martin Creek	MP 169.58
2 @	O.P. & E. RR O'Xing	MP 174.41
1 @	Southbound O'Xing Connection to Cottage Grove	MP 174.74

Sheet piling will be driven at the ends of these structures to contain the fill during the raising operation.

Estimated cost of raising $326,000.

2) Excavate Road at Ends of 9 Bridges--

The roadway surface at the ends of the following structures will be excavated to provide the needed structural depth:

2 @	Latham	MP 171.56
2 @	Coast Fork Willamette	MP 171.62
1 @	Taylor Avenue	MP 173.4
1 @	16th Street	MP 173.84
2 @	East Main Street	MP 174.24
1 @	Northbound O'Xing Connection to Cottage Grove	MP 174.74

Four hundred feet of dig out from the end of the impact panel will be required at each end of the above structures. This will provide a taper from the 5" overlay to the structure of 1" in 80 feet which will allow for a future minimum overlay and still maintain a taper which will not exceed 1" in 50 feet, which is termed a minimum desirable taper. Information from our engineers and those of both Washington and California were solicited and reviewed in arriving at this taper length.

The estimated cost of this dig out is $787,000.

3) Construct impact panels--

Of particular distress, resulting in a rough ride and continual maintenance work, is the point of juncture immediately at the end of each structure. It is the consensus of our design and maintenance engineers that the fills are stable and that the distress and bump at the structure ends is a result

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D/R Sign Act File

of the continual impact of high volumes of truck and other vehicular traffic. This impact has driven the fill down and under the bridge ends.

To eliminate this problem we propose to install precast concrete impact panels at the ends of each bridge. This will necessitate installing beam seats on about half of the structures. Most of the northbound structures have existing beam seats.

The estimated cost of the impact slab work is $160,000.

4) Sheet Piling--

In addition to the sheet piling at the ends of structures being raised, sheet piling will also be used at the ends of structures with cantilver ends to contain the fill.

5) Traffic handling--

Raising, dig out and impact panel installation will require one-way traffic during the day. Two-way traffic will be restored at night. This will require the contractor to limit his work so that two-way traffic can be provided at night. Past experience has shown that, in areas of dig out, a one-lane width 200 feet long can be excavated, backfilled with fast setting concrete and paved over in one day.

The Bridge Section has also indicated that the impact panel installations can be done in a manner whereby two-way traffic can be provided at night.

The total cost of raising, digging out and adding impact panels is $1,273,000.

Please review and approve this proposal as we are completing our contract plans based on the above with the project scheduled for the January 27, 1977, bid letting.

Very truly yours,

J H Versteeg

J. H. Versteeg
Road Design Engineer

DOC:az

cc:
E. S. Hunter
L. W. Rulien
R. W. Ellison
A. Shirley
C. G. Swenson
F. Eriksen
H. Schell, FHWA
G. K. Hossner, FHWA

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

December 2, 1976

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Cottage Grove-Martin Creek Section
Pacific Highway, Lane County
Bridges 9761A, 9761B, 7810A, 7810B, 7809A,
7809B, 7865A, 7864A, 7863A, 7863, 7830A,
7830, 7833B and 7833A

The following is our proposal for resurfacing and waterproofing bridge decks on this section. The bridges carrying freeway traffic on this section can be placed in three groups....one group comprises five bridges, 7861, 7810, 7809B, 7863 and 7830, which were constructed for the original, two-lane highway in 1956. These have 6" decks and now have from 4" to 6" of A.C. pavement overlay. One of them, Bridge 7810, has serious cracking in the bottom of the deck and two others have moderate cracking. Chloride content of these decks varies from .03 to .28 pounds per cubic yard. The chloride content is not alarming, but we consider the decks to be structurally inadequate because of the 6" thickness. For these structures we propose removing the present A.C. pavement and placing 1 3/4" of deck resurfacing, calling for the Dow Paving System and the Iowa System as alternates. With 1/4" scarification, this will result in a 7 1/2" deck thickness, which will be structurally adequate, and will provide protection against future chloride penetration.

The second group consists of two bridges, 7865A and 7864A, which were a part of the original construction and have been widened on both sides to make four-lane, two-way structures. The decks of the original portions are 6"....those of the widenings are 6 1/2". One of these structures shows some cracking and efflorescence on the bottom of the deck. The present depth of A.C. is from 2" to 2 1/2" on the widened portions and 3 1/2" to 4 1/2" on the original portions. Chloride content varies from .03 to .25 lbs. per cubic yard. Again, the chloride content is not alarming, but the 6" decks are considered structurally inadequate. Although the 6 1/2" decks might be marginally adequate, it would be impractical to try to put a deck resurfacing on a portion of the bridge and waterproof membrane on another portion. We, therefore, propose deck resurfacing for the whole deck on both of these structures. The depth of the resurfacing would be 1 3/4" on the newer portions and whatever greater depth is required on the older portions to make them match the newer.

The third group comprises five bridges constructed in 1962-3, 7861A, 7810B, 7809A, 7863A and 7830A, with 7" to 7 1/2" decks and two slab span bridges, 7833A and 7833B. These decks are in good condition and have low-to-moderate chloride content (.01 - .48 lbs. per cubic yard). They have from 1" to 4" of A.C. overlay. We propose removing the present A.C. from these decks and covering them with one of five alternate preformed or liquid membranes with A.C. protective courses which we have been specifying for some time.

We have attached a summary of our proposal.

The costs of providing bridge approach panels and of raising some of the structures will be covered in the request presently being prepared by the Final Design Section.

Detailed reports of the condition of these structures are available.

We request your approval of these proposals.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

Enclosures

cc E. S. Hunter
L. W. Rulien
D. O. Christensen
A. C. Harwood

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FOR

SUMMARY OF PROPOSAL

BRIDGE NO.	BRIDGE NAME	MEMBRANE WITH A.C. OVERLAY	DECK RESURFACING	ESTIMATED COST (1)
7833B	Cottage Grove Connection NB	Yes	---	4,440
7833A	Cottage Grove Connection SB	Yes	---	5,000
7830A	O.P. & E.R.R. NB	Yes	---	5,510
7830	O.P. & E.R.R. SB	---	Yes	16,800
7863A	Main St. NB	Yes	---	21,960 (2)
[illegible]	Main St. SB	---	Yes	31,700
7864A	16th St. NB and SB	---	Yes	46,200
7865A	Taylor St. NB and SB	---	Yes	49,700
7809A	Coast Fork Willamette R. NB	Yes	---	10,100
7809	Coast Fork Willamette R. SB	---	Yes	32,200
7810B	Latham Rd. NB	Yes	---	8,360
7810	Latham Rd. SB	---	Yes	26,400
7861A	Martin Cr. NB	Yes	---	3,560
7861	Martin Cr. SB	---	Yes	13,400

(1) All costs include removal of existing A.C. overlay and normal surface preparation. Costs for membrane include Class "C" mix overlay but not Class "E" mix wearing course.

(2) Includes $12,000 for transverse joint modification.

8501

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
November 26, 1976

FILE: LOC 17

Jack Ayres

FROM: JACK AYRES
Regional Utility Engineer

SUBJECT: Cottage Grove-Martin Cr. Sec.

TO: J. X. Wilson
Regional Construction Engineer

Attached is a letter received from the City of Cottage Grove with a couple of items of concern to them. I talked to both Dick Lenz in Hydraulics and Frank Roberts in Road Design on these specific items. Frank informed me that all has been taken care of in the latest plan revisions.

Evidently the city had not received updated plans prior to their last letter. Frank said the plans were mailed on about 11-19-76 and this letter arrived on the 24th of November, 1976.

ja/cw
Attach.

cc J. E. Chidsey
Frank Roberts
D. W. Greene

11-26-76
CC: J.H. Versteeg ✓

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City of Cottage Grove
400 Main Street Cottage Grove, Oregon 97424

OFFICE OF PUBLIC WORKS

November 22, 1976

Mr. Kennen
Regional Utilities Engineer
1523 S. E. Cobb St.
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Kennen:

We have reviewed the Preliminary Reconstruction Plans for the Cottage Grove - Martin Creek Section of the Pacific Highway Project. Of particular concern to the City is a relocated drainage line at Center Line Station 761 + 75. The line is broken and has on occasion, created a problem at this point. We would appreciate the repair of this 12" concrete drain line be included in the upcoming bids.

At this time, we would also like to confirm the connecting of freeway drainage to existing City storm sewer lines. City Engineer, Roger Sinclair, has recently been in contact with Mr. Lenz, of the Salem Office, in regard to this matter.

Enclosed for your information, are file copies of the 1954 relocation of this pipe crossing.

Sincerely,

Chris S. Berquist

Chris Berquist
Assistant City Engineer

CB/sj

Enclosure

Mr. Glen Clark
Region 3 Federal Aid Engineer

By George N. Hopkins
Program Development Engineer

Storm Sewer Outfalls
Cottage Grove-Martin Creek Section
Pacific Highway, I-5
Lane County

November 10, 1976

We recently sent a set of preliminary plans on the Cottage Grove-Martin Creek Section to the City of Cottage Grove. Roger Sinclair, City Engineer, expressed concern over the way we were handling storm drainage. We believe we have taken care of his objects by changing some of the outfall locations.

The changes that have been made are shown on sheets 4, 5 and 6 of the attached preliminary plans. Will you please send them to Mr. Sinclair and, if he approves, return one approved set to this office.

GNH/RHP:sch

Attachment

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

September 10, 1976
Salem, OR, 97310

FILE:

SUBJECT: Storm Sewer Outfalls
Cottage Grove-Martin Creek Sec.
Pacific Highway (I-5)
Lane County

TO: File

Purpose of the project is to improve the safety and serviceability of the Pacific Highway (I-5) from the north city limits of Cottage Grove southerly to the Martin Creek crossing. Included in the project is a storm sewer system.

In his review of the contract plans for the proposed project, Roger Sinclair, City Engineer of Cottage Grove, expressed concern over the location of the outfalls of the five proposed sewer lines. Specifically, he objected to the concentrated dumping of water onto city property, without regard to the impact on existing drainage patterns and facilities. Consequently, during a September 9, 1976 telephone conversation, Mr. Sinclair proposed the following changes to the outfall locations:

Single System

1. Sta 750+00: Extend the proposed outfall northwesterly approximately 75 feet, and tie into an existing city storm sewer manhole on Main Street.

2. Sta 758+50: Extend the proposed outfall northwesterly about 110 feet and connect to a city manhole located on 18th Street. A developer is building condominiums in this area, and water flowing onto his property in concentrated amounts is undesirable.

Done — 3. Sta 773+50: Locate the proposed outfall at Sta 772+50, adjacent to the existing 36-inch culvert. The existing city facilities will then handle the flow.

Done — 4. Sta 788+00: Locate the proposed outfall at Sta 785+00, adjacent to the existing 12-inch, and two 18-inch culverts. This would prevent the water from flowing across property and onto 14th Street, which is now improved.

5. Sta 794+00: Acceptable as shown on plans.

/ Versteeg
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Richard L. Lenz
Hydraulics Engineer

By Kenneth E. Husby
Kenneth E. Husby
Hydraulics Specialist

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Cole — Sample
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Hager — Wolfe
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BY FINAL DESIGN ENGINEER

RLL:KEH:jr

cc: Frank E. Terpin
Hal Versteeg

9501 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: LOC 17

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
October 25, 1976

FROM: J. X. Wilson
J. X. WILSON
Regional Construction Engr.

SUBJECT: Cottage Grove-Martin Creek Sec.
Pacific Highway
Lane County

TO: D. O. Christensen
Final Design Engineer

Region recommends adoption of Alternate #3 for structure treatment on the subject section. We also vote for precast impact panels rather than sheet piling.

Another problem, not mentioned in your letter, is the cantilever end spans on some of the structures. Do you feel that impact panels would dampen movement and eliminate consolidation? If not, then piling support should be provided.

Also, I believe high early strength P.C.C. is more than we need in the excavated areas at bridge ends. Wouldn't C.T.B. accomplish the same purpose at less cost? The concrete plants in the Eugene area are the stationary type and could mix C.T.B. for loading in dump trucks. We could secure compaction and pave over the same day as set up for high early strength P.C.C.

jxw/cw

cc Ellis Jones
D. W. Greene

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BY FINAL DESIGN ENGINEER

8-501

~~PRO 6-2~~

October 18, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project No. I-5-2(77)100
Myrtle Creek-Canyonville Section
(File 49418-Alspaugh)

We hereby request your authorization to proceed with the actual acquisition of the above listed property which is required for a drainage easement on the subject project. The area to be acquired is as outlined in red on the enclosed sketch map.

The enclosed copy of Mr. Oakes memo of October 14, 1976 indicates the estimated cost of this property is $500 & that no relocation is involved.

Authorization to proceed as requested will result in an obligation of $500 in total cost and $460 in federal funds.

CL:re

cc: J. R. Oakes
D. E. Swan
F. Lowe

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FORM 6-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 14, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Cottage Grove-Martin Creek Section
Pacific Highway
Lane County

TO: Alfred Shirley
Region 3 Engineer

The 5-inch asphaltic concrete overlay planned for this section is a problem at the structure ends.

The Bridge Section intends to remove the existing asphalt on the bridge decks and replace it with new paving to a depth of about 2-1/2-inches. The depth of existing paving on the decks varies, to a maximum of 5-inches.

Clarence Gregg's deflection tests on the pavement at the bridge ends indicate overlay depths of 2 to 6-inches are required, on top of the existing A.C., to achieve the desired strength.

We have been studying the "roadway at bridge end" problem and with the Bridge Section's help have prepared cost estimates for three solutions.

1. Raise Structures (14 Total) $1,300,000.00
(Includes sheet piling at Str. ends)

This solution is Not Recommended because of special problems with 7 structures. Railroad structure requires negotiations with Railroad and P.U.C., some structures with single columns, and some widened structures are actually 3 separate structures.

2. Excavate roadway at bridge ends (450'-500' long) $1,340,000.00
(Const. 12" high early strength P.C.C.)
(14 bridges--26 ends--30 ft. wide)

3. Raise 7 bridges (incl. sheet piling) $500,000
MP 169.58 N.B. MP 174.41 N.B.
" S.B. " S.B.
MP 171.56 N.B. MP 174.74 N.B.
" S.B.

Excavate roadway at bridge ends $815,000
MP 171.62 N.B. MP 174.24 N.B.
" S.B. " S.B.
MP 173.40 MP 174.74 S.B.
MP 173.84 $1,315,000.00

Excavation and 12" high early strength P.C.C. - 30' wide

The opinion held by some engineers, is that the roadway problem at bridge ends, is soil consolidation and/or a movement of the end fill under the bridge end. This condition will reoccur until consolidation is attained or the end fill movement stopped.

A possible remedy to this problem would be to drive sheet piling at the ends of all structures, both those being raised and those being dug out. This would add an additional cost of $209,000 to alternate 2 and $108,000 to alternate 3. The total cost of alternate 2 and 3 respectively would then be $1,549,000 and $1,423,000.

Another more positive solution would be to install impact panels at the ends of all bridges (26 ends). This would cost an additional $163,000 for alternate 2 and 3 bringing the total cost of each alternate to $1,503,000 and $1, 478,000 respectively.

The Bridge Section has developed a method of bolting a steel beam to the bridge end and installing precast panels. They estimate one lane width could be completed per day.

Please review alternates 2 and 3 and the proposals of driving sheet piling or installing precast impact panels and give us your recommendation.

This project is scheduled for the January 27, 1977, bid letting. To allow time for developing design details we need an answer no later than Wednesday, October 20, 1976. An earlier answer would be appreciated.

FE/DOC:az
cc: E. S. Hunter
W. J. Hart
F. E. Terpin
F. Eriksen
C. G. Swenson

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 7, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Cottage Grove-Martin Creek
Pacific Highway
Lane County

NOTED
E. S. HUNTER

The justification for replacing 5,500 feet of existing type 2 fencing with type 3 fencing between stations 805+00 to 860+00 Lt. by use of primary fund has been reviewed with Mr. Anhorn, District Engineer, and Jim Gix, Regional Maintenance Engineer.

It is their opinion that existing conditions do not justify the use of primary funds. We will revise our plans to include the 75 feet of type 3 fencing at station 748+50 LT. and the 600 feet of CL-6R fencing between stations 493+75 to 799+50 Rt. as approved in Mr. Green's letter of September 20, 1976.

DOC:az
cc: E. S. Hunter
L. W. Rulien
A. Shirley
F. Eriksen
C. G. Swenson

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 20, 1976

In reply refer to: 1041B.3

SUBJECT: I-5-3(109)170
Cottage Grove-Martin Cr. Sec.
Pacific Highway
Lane County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

✓ I approve the inclusion of fencing in the subject contract as requested in Items 1 and 2 of Mr. Christensen's September 8, 1976, letter. However, I am unable to authorize the use of Interstate funding shown as Item 3 of said letter. Primary funding, however, can be used in this instance.

It is our policy to utilize Interstate funding only for the original access control fencing. Subsequent fencing required by land use changes in the area cannot be funded with Interstate funds; however, it may be funded with primary funds if you so desire.

I agree that the original fencing adjacent to the Cottage Grove High School was not correct for the use intended and therefore Interstate funding can be utilized to reconstruct the fence in this area under the design deficiency concept.

✓ However, between Stations 805 and 860 the original access fencing was adequate for the land use at the time of the original construction. Since that time an access road adjacent to the Country Kitchen has been constructed and this area will apparently become residential. You may wish to include this fence with primary funding under this project; if so please advise.

/ G. L. Green

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2 Christensen DDC
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3 Swenson
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[illegible] 805 - 860

Fence Type 3   5500' × 3.50 = 19,250—

+ 20%   3850—

$ 23,100—

[illegible]

on the primary roads (.42 / .858 ~~[illegible]~~)

approx ~~[illegible]~~ $3280 [illegible]

Shall we ?

Material [illegible]

5500' × 1.35 = $7,425

Mulch & Barb & paste

Conc. for [illegible]   + ?

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8501

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 10, 1976

In reply refer to: 1041B.3

SUBJECT: I-5-3(-)
Cottage Grove-Martin Creek Section
Pacific Highway

FROM: G. L. Green, Division Administrator

TO: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

I concur that it is in the public interest to salvage existing guardrail as proposed in Mr. Versteeg's August 18, 1976 letter.

G. K. Hosner
for G. L. Green

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OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 18, 1976

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Cottage Grove-Martin Creek Section
Pacific Highway
Lane County

It is proposed that the contractor on the project remove the existing guardrail and metal median barrier. The contractor will be permitted to use any part of the removed material which meets current standard in the construction of new guardrail. It is anticipated there will be an excess of 22,200 feet of guardrail.

We believe it is in the public interest to salvage this material and make it available for use by the state.

We will specify the unused rail members and hardware remain the property of the State. The contractor will stockpile the salvaged material in the State stockpile site near the Judkins Point (Glenwood) Interchange on I-5 at Milepost 192.0 at the direction of the engineer.

The project will be credited in the amount of $0.0555 per pound for the rail members and hardware salvaged. This sum was arrived at as follows:

1. Scrap value of rail members and hardware = $0.0175 per pound.
2. Extra cost to the contractor for hauling and stockpiling in the stockpile site = $0.038 per pound.

Form 81-734-3122

Initially the project will be credited for 168,000 pounds at $0.0555 = $9,324.00. The credit to the project will be adjusted when the actual amount of material salvaged and delivered to the stockpile site is determined.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Duane O. Christensen
Duane O. Christensen
Final Design Engineer

FE:az
cc: E. S. Hunter
L. W. Rulien
D. H. Moehring
A. J. Shirley
C. G. Swenson
Fred Eriksen

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September 8, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Re: Cottage Grove-Martin Creek Section
Pacific Highway
Lane County

It is proposed to include some fencing work in the plans for this contract.

The locations and fence type and length are as follows:

1. Sta. 748+50 Lt., Type 3-75' To be installed between the existing right of way fence and the southeast corner of the northbound structure.

2. Sta. 493+75 to 799+50 Rt., Type CL-6R-600' To be installed on the right of way line opposite the Cottage Grove High School.

3. Sta. 805+00 to 860+00 Lt., Type 3-5500' To be installed on the access control line between the frontage road and the freeway.

The fence at the first location will close a gap between the right of way fence and the structure.

At the second location, the fence will replace an existing type 3 fence with chain link fence. The original fence appears to have been a poor choice for this location, adjacent to the high school, because it was not strong enough to stand the abuse and is in poor condition.

Noted

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Info	Inves	R/D	D/R	Sign	Act	File

The existing fence in the third location is Type 2 which we propose to replace with type 3. The existing fence for some distance to the north of Sta. 805 is type 3. This replacement would continue type 3 to London Road (half-interchange).

The existing fence, on the freeway side of the frontage road, is alongside a residential area that has continued to develop through the years since the freeway was constructed. The type 2 fence has not been adequate over the years to prevent pedestrians from crossing the freeway. The type 3 fence should reduce, if not eliminate, this problem adding to the safety of the travelling public.

We solicit your approval for the inclusion of this fencing in the contract plans.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:
ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

FE:az
cc: A. Shirley
L. W. Rulien
F. E. Terpin
F. Eriksen

8504 8-31-76

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-3 (109) 170

STATE PROJECT NO. Cottage Grove - Martin Cr.

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I-864

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 17 '76
REFER TO
Rulien
FOR
Info Inve R/O D/R Sig Act File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-31-76

FEDERAL ROUTE NUMBER Interstate Route 5

STATE ROUTE NUMBER Primary Route 1

GENERAL LOCATION:
I-5 Cottage Grove NCL - South 5.23 Miles

GENERAL DESCRIPTION OF WORK:
High type pavement and Safety Revisions
(Code 9622, Y002, Y007, Y101 & Y106 Miles 5.23)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Program Approval

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 8-24-76 I approve the subject project for inclusion in the Federal-aid program.

DATE 8-31-76

SIGNATURE OF APPROVING OFFICIAL

TITLE For Division Administrator

8501

~~PRO 6-2~~

August 24, 1976

TO Mr. G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Program Data Submission
Project No. I-5-3(109)170
Lane County

We are submitting program data for one project, Item No. 864, Project No. I-5-3(109)170, "Cottage Grove-Martin Creek Section", which we desire to have included in the Federal Aid Interstate Highway Program.

It is the Oregon State Highway Division's intention to receive bids for this project on September 23, 1976.

JLG:ljt
Attachment

cc: A. Shirley, Jr. (Reg. 3)

NO.	FORM PR-1 (REV. 4-61) August 24, 1976

FEDERAL- AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5, Cottage Grove NCL, S 5.23 mi.		13,400	22,800	96	10	Oregon	41	042	864

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
avement & Safety Rev.								I-	5-3	(109)	170	

L FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Lane	039	☐ 1 OR ☒ 2

REA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
- - -	I	I-5	1	I-5

WORK: TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								RR protective service as required.
ROW								
CONST (CODE) (Safety) 9662		"Cottage Grove-Martin Cr. Section"	5.23	5,000,000	4,600,000	400,000		ROW - 225' min.; Access Control-full; Parking Restrictions-Complete.
ARED BY JLG		PROJECT TOTALS	5.23	5,000,000	4,600,000	400,000		

RAM APPROVAL DATES

REMARKS Additional Data: Item No. 258;
Project No. I-5-3(40)169.

-over-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

August 24, 1976

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) I-5, Cottage Grove NCL, S 5.23 mi.	ADT	PRESENT 13,400	FUTURE 22,800	YEAR 96	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) High Type Pavement & Safety Rev.	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) I-	NUMBER 5-3	SEQ. (1

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Lane				CODE 039
	NAME OF URBAN AREA - - -	ROUTE NO. I	FEDERAL-AID I-5	STATE 1	U.S. I-5	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) (Safety) 9662		"Cottage Grove-Martin Cr. Section"	5.23	5,000,000	4,600,000	400,000	
							PROJECT TOTALS	5.23	5,000,000	4,600,000	400,000	

CARD 1	CODE 1	PREPARED BY	JLG
1	14	PROGRAM APPROVAL DATES	

REMARKS Additional Data: Item No. 2
Project No

RR
as

ROW
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C

COTTAGE GROVE-MARTIN CREEK SECTION
PROJECT NO. I-5-3(109)170

REMARKS - continued

Project Data: The work consists of (1) overlay with high-type pavement the existing facility consisting of four 12-foot lanes with 10-foot right and 6-foot left shoulders and 16-foot minimum median; (2) safety revisions to bring to present Interstate standards the roadway slopes, signs, guardrail, median barrier, minor drainage structures and other appurtenances; (3) railroad protective service as required; (4) incidental work common to this type of project.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 5 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on February 13, 1976.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under the Oregon Action Plan (Category 3 project).

(b) Location/Design--Not a factor in the development of this project.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2-1 as the work, other than the overlay, is for the correction of features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

(3) This project is in Congressional District No. 4.

(4) The necessary landscaping of this section to conceal the construction scars caused by this project will be done under a separate project or projects in the future as "stage construction".

Data for PR-37:

Pavement (Type code 9662) - - - - - - - - - - - -	$3,500,000
Safety Revisions (Y codes 002,007,101,106)- - -	1,500,000
Total Estimated Cost	$5,000,000

8501

1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 23, 1976

FILE:

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: L. W. Rulien
Project Management Engineer

SUBJECT: Cottage Grove-Martin Creek
Pacific Highway (I-5)
Lane County

NOTED
E. S. HUNTER

Pavement failure at the end of the structures on the subject project is necessitating additional field work to determine the necessary corrective action needed.

This project presently scheduled for the September 23, 1976, letting will need to be rescheduled for the November 18, 1976, bid letting.

DOC:jh
cc: E. S. Hunter
W. J. Hart
Alfred Shirley
C. G. Swenson
Fred Eriksen

Noted
ET

RECEIVED
STATE HWY ENGR
AUG 24 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8501

1-5

FORM #1-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
August 9, 1976

Fred Eriksen

FROM: Fred Eriksen
Design Team Supervisor

SUBJECT: Cottage Grove-Martin Cr. Sec.
Pacific Highway
Lane County

TO: MEMO TO THE FILES

Preliminary plans for the project were reviewed July 28, 1976, at the Eugene Maintenance office and in a field inspection.

Participating in the review were:

J. X. Wilson, Region Construction Engineer, OSHD
Bryant Jackmond, Field Construction Engineer, OSHD
Tom Lowe, Area Engineer, F.H.W.A.
Doug Greene, Resident Engineer, OSHD
Ellis Jones, Resident Engineer, OSHD
Alan Meyer, Assistant Resident Engineer, OSHD
Dave Jones, Assistant Maintenance Engineer, OSHD
Frank Roberts, Designer, OSHD

Plan revisions were proposed as follows:

1. The beginning of project will be changed to include deck paving work on the Cottage Grove Interchange structure.

2. It was proposed that excess guard rail (Medial Barrier) be purchased by the state and stockpiled in the stockpile site at the Glenwood Interchange--MP 191.0. We will prepare the estimate of quantity and cost and request approval for this.

3. The length of one lane closure, it was recommended, should be limited to one mile and one in each direction at any given time.

NO JW

It was proposed, the haul turn-around (median cross-over) at the south end of the job, be used with northbound and southbound lane closures. Mr. Versteeg indicated deceleration and acceleration lanes should be added for the haul traffic.

Lane closures will be limited to Monday through Friday morning conforming with past practice. It was suggested, if the traffic count dropped appreciably after Labor Day, lane closures might be permitted Friday afternoon and Saturday. I have been informed by the Traffic Section that the traffic on Friday and Saturday is about 10% higher than the Monday through Thursday counts.

4. It was requested the specifications provide for replacement of sight posts during winter shut-down period.

REFERRED TO

____ Beard ____ ____ Reed ____
____ Cole ____ ____ Sample ____
✓ Eriksen F.E. ____ Watson ____
____ Hager ____ ____ Wolfe ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

5. Region recommended the concrete cap be deleted from the double concrete median barrier at London Road Interchange, using rock backfill only.

6. The problems of repairing bridge deck surfacing, raising structures or excavating of roadway surfacings were discussed. The Bridge Section has not made specific recommendations for deck surfacing at this time. We have not received the field recommendations for treatment of the roadway at Bridge ends.

Meeting with Br.; FHWA & R.D. on this 8-12-76

7. It was recommended the specifications give the contractor the option of raising the existing metal median barrier prior to paving or installing the concrete medain barrier. This would provide for an effective barrier of adequate height during the paving.

8. It was proposed that the existing fence be replaced at some areas of high population on the west side and at the school area. The location and lengths of these sections will be furnished us by Mr. Greene.

9. The feasibility of trying to salvage the poured-in-place concrete barriers at the London Road Interchange was discussed. In this situation, we believe, the poured barrier should be replaced with precast barriers.

10. Paving of the interchange ramps was proposed. We have requested the Soils Sections recommendation.

FE:az
cc: J. X. Wilson
Bryant Jackmond
Tom Lowe
Doug Greene
Ellis Jones
Dave Jones
Frank Roberts
W. Hart

1 Versteeg ✓
Olson
2 Christensen DCV
Scott
Swenson
Savage
Trout

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AUG 10 1976
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Eugene, Oregon
July 2, 1976

FILE:

FROM: D. W. Greene
Resident Engineer

SUBJECT: Material Source
Cottage Grove-Martin Creek
Pacific Hwy. - Lane County

TO: Alfred Shirley, Jr.
Region Engineer
Roseburg, Oregon

OC

Attention: J. X. Wilson

Please refer to letter from Duane Christensen concerning a material source for the subject project. You forwarded information for a gravel pit known as the Jackson Bar and adjoining property known as the Fox property with a request I investigate possibilities of use of the Fox property as a material source.

I contacted the following people in regard to obtaining a permit for this area.

Mr. Wally Hibbard - Willamette River Greenway State Parks Branch.

He advised me if the property was acquired for the Greenway, he thought it might be possible to extract gravels but a permit would be difficult to obtain.

Mr. Virgil Wilson - Right of Way Supervisor

He investigated the acquisition of the property and advised me it was purchased under the title of Willamette River Park Corridor, which I would assume the intent was Greenway.

Mr. John Andrews - Eugene Area Fish Biologist for the Game and Wildlife Dept.

He objected to connecting any proposed pond to the Coast Fork of the Willamette River in that area as the river now has several channels and is almost impossible to navigate with any type of craft, another diversion would just add to this problem.

7-7-76
J.H. Versteeg - We have exhausted potential material source possibilities. Looks like we have to go to commercial sources. Adequate available.

He also said there were numerous ponds from Creswell to Cottage Grove that they weren't stocking now and didn't have need for any additional ponds. He also objected to the pond being located in the low flood plain as the river during flood stage would flow over the proposed pond and when the river returned to normal flow anadromous fish would be trapped in the pond.

Mr. Verne Delke - Lane County Planning Staff

He advised me that the regulations for obtaining a permit in the Greenway are hazy but with a commercial source in the immediate area and with the resistance & objections of the public to additional material pits in Lane County he was sure the request for a permit would be submitted to the Planning Commission with a negative recommendation.

Zumwalt & Williams - Commercial Source Cottage Grove

They advised me they were very interested in furnishing material for this project. Had recently purchased additional crusher equipment and would be interested in bidding the project as a sub-contractor or if the contractor wanted to set up his own crusher this would be agreeable to them. Wildish Construction Company and Eugene Sand & Gravel, existing contractors in Eugene-Springfield indicate they are interested in the project. Also Morse Bros. Construction Co. are setting up a permanent plant in this area and would certainly bid the project from either the permanent plant or their traveling plant. So with three permanent plants and a source for the traveling companies I believe we would obtain competitive prices for the project.

Based on my discussions with the above individuals I believe the possibilities of obtaining a permit to remove gravels from the Fox property are nil and after my discussions with local contractors and possible sources I recommend that commercial sources in the Eugene-Springfield and Cottage Grove area be listed as material sources for this project.

8501 1-5

Salem, Oregon
June 15, 1976

Duane O. Christensen noted for
Final Design Engineer

Alfred Shirley
Region III Engineer

Cottage Grove-Martin Cr. Sec.
Pacific Highway
Lane County

The project is presently sbheduled for the July 29, 1976, contract letting. The project limits are from Sta. 722+70 (M.P. 174.75) to Sta. 999+13 (M.P. 169.50).

The asphaltic concrete overlay proposed for the roadway is five inches. Thettreatment proposed for the structure decks is not known at this time.

Please review the roadway at the bridge ends to determine whether the overlay can be tapered to the structures, or whether structural deficiencies exist that will require excavation and full depth paving to correct.

The structures involved are as follows:

1. Cottage Grove O'Xing MpP. 174.74 Roadway at South ends.
2. O'Xing O.P.&E. RR M.P. 174.41
3. O'Xing Row River Road MP 174.24
4. O'Xing Landess Road (16th St.) M.P. 173.84
5. O'Xing Taylor Avenue M.P. 173.40
6. Coast Fork Willamette River M.P. 171.62
7. O'Xing Latham Road M.P. 171.56
8. Martin Creek M.P. 169.58

Your early attention to this overlay problem at the bridge ends will be appreciated.

FE:az
cc: Fred Eriksen

/ Versteeg ✓
Olson
✓ Christensen Don noted
Scott
Swenson
Savage
Trout

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1-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1976

SUBJECT: Geophysical Investigation
Cottage Grove Park Gravels
Cottage Grove-Martin Creek
Pacific Highway I-5
Lane County

To: Frank E. Terpin
Location Engineer

At the request of D. W. Greene, Resident Engineer, and Elliott Parker, Region 3 Geologist, the above investigation was recently completed. The results are shown on the accompanying sheets of drawings.

Although none were detected, channels of overburden should be anticipated. Also, since velocity contrasts are poor in places, the error in computing the bottom of the gravels could be greater than 5% for a few points.

William P. Milne
William P. Milne
Geophysicist

John F. Demezas
John F. Demezas
Geophysicist

WPM:af

cc: Alfred Shirley
F. W. Yarbrough
D. W. Greene
Elliott Parker

REFERRED TO
____ Beard ____ Reed
____ Cole ____ 7ES
1 Eriksen F.E. ____
____ Hager ____ Wolfe
Return Discuss Do File Copy
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
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2 Christensen Dw 7ES
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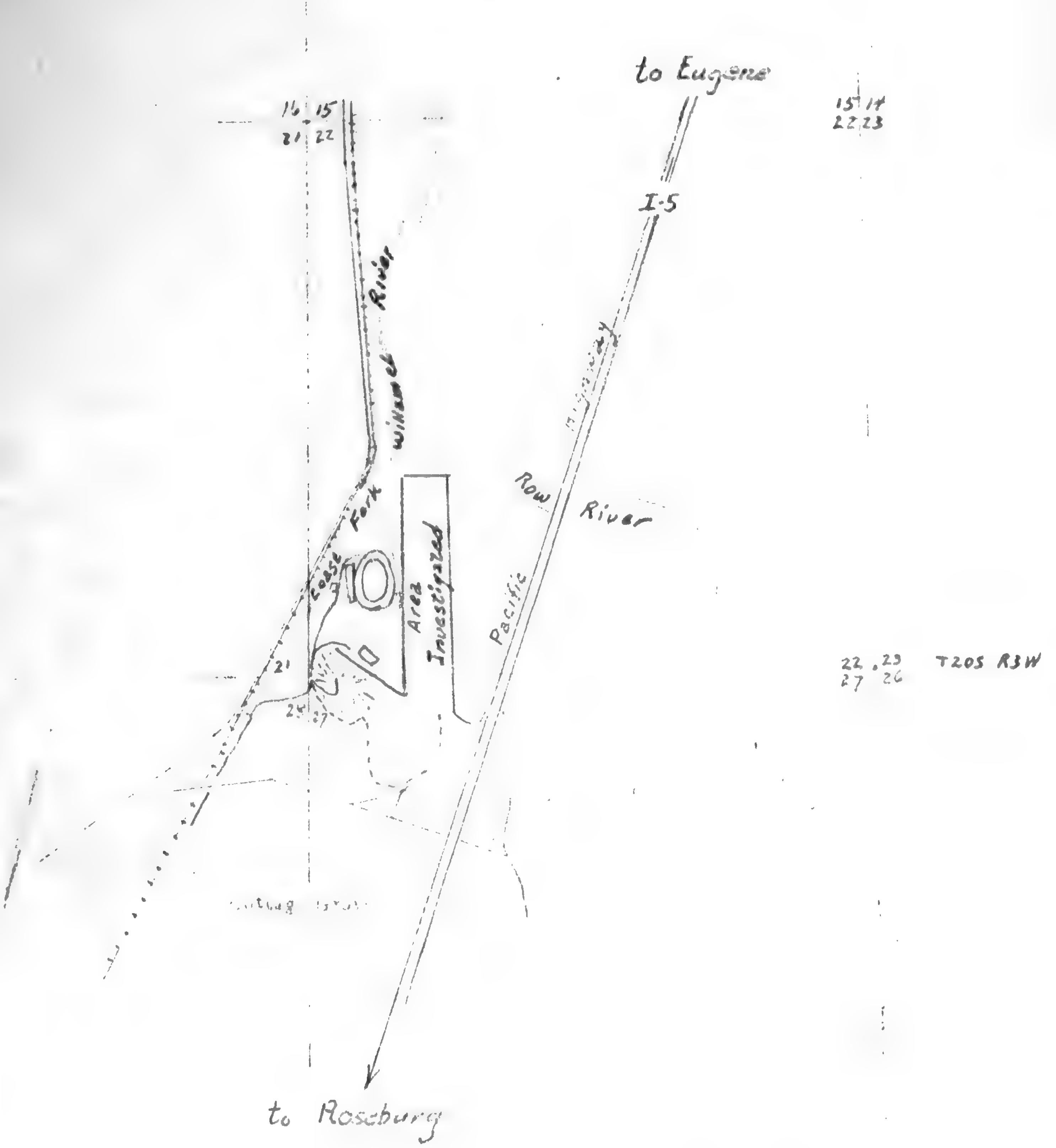

Geophysical Investigation
Cottage Grove Park Gravels
Cottage Grove - Martin Cr.
Pacific Highway I-5
Lane County

8501 1-5.

Salem, Oregon
June 2, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Cottage Grove-Martin Cr. Sec.
Pacific Highway
Lane County

J. X. Wilson
Regional Construction Engineer

Have received a copy of Mr. Kushlan's letter of May 24, 1976, along with your comment at the bottom concerning the use of a commercial source. An earlier conversation with Jack Ayres indicated that this probably would be the case.

Please investigate to determine that in fact the only alternative is to go commercial and advise us accordingly.

DOC:az
cc: F. Eriksen
C. G. Swenson

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Cottage Grove - Divide Sec.
Lane Co.

City of Cottage Grove

City Hall
Cottage Grove, Oregon 97424

May 24, 1976

OFFICE OF THE CITY MANAGER

RECEIVED
MAY 25 1976
ROSEBURG R/W

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Al Brown
Oregon State Highway Department
P.O. Box 1128
Roseburg, Oregon 97470

Dear Al:

We have been analyzing our position relative to the excavation of aggregate from our north regional park site.

As you may remember, we ended our last discussion with an approximate difference between the commercial value of the aggregate and the cost of asphalt, property, and engineering of $10,000.00.

We have considered the project as a means by which we could facilitate State Highway Department needs and further the park development planned for this summer.

The "Old" Cottage Grove Southern Pacific Depot was moved to the park site with funding by the American Revolution Bicentennial Commission and was to serve as an intregral part of the total development project. As you may know, the depot has been lost through fire. We therefore have had to re-assess our development plans.

It is our feeling that the balance of payment which we have requested, the loss of the Southern Pacific Depot, and the time required to obtain approval by the Bureau of Outdoor Recreation and the Cottage Grove Planning Commission necessitates our withdrawal from the proposed project.

It is our understanding that some of our problems are shared concerns of State Highway Department officials. Therefore, we hope that our withdrawal will not seriously jeopordize the I-5 improvements scheduled this summer.

We wish to thank you for your work and consideration and we sincerely hope that we may continue to work together in meeting the future needs of Oregonians.

Sincerely,

Phillip K. Kushlan
City Manager

PKK:gm

5-28-76
CC: J.H. Versteeg - There goes our proposed mat'l. source. Guess we'll have to go commercial.
J. X. W.
Doug Greene - Info

8501 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 21, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Cottage Grove-Martin Creek Sec.
Pacific Highway
Lane County

TO: MEMO TO THE FILE

As per Jack Ayres by telephone on May 21, 1976, the material source for this project will be from a commercial source.

Jerry Backstrand advises that it will be 3 weeks before they receive field information on the bridge decks and a week after that before they will be able to advise us as to the deck treatment required for the structures involved on this project.

DOC:az
cc: A. Shirley
L. L. Wallace
F. Eriksen
C. G. Swenson

1 Versteeg ✓
Olson
Christensen
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Christensen

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 13, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Cottage Grove-Martin Creek Sec.
Pacific Highway
Lane County

TO: Alfred Shirley
Region 3 Engineer

The project has been moved ahead on the schedule to July 29, 1976.

A material source for surfacing aggregates is needed. Quantities required are as follows:

Paving Aggregates	-	48,000 cubic yards
Shoulder Aggregates	-	42,000 cubic yards
TOTAL		90,000 cubic yards

In addition about 60,700 cubic yards of embankment material and 10,000 cubic yards of topsoil are needed. The embankment quantity is the computed amount, a factor has not been applied.

Please furnish material source sketch maps, development and reclamation plans and mining permits.

1 Versteeg
2
Trout

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DOC:jh
cc: Don Trout
Fred Eriksen

RECEIVED
MAY 13 1976
BRIDGE SECTION

ROSEBURG REGION
RECEIVED
APR 14 1976

5-10-76

CC: D.O. Christensen – We are still negotiating w/ City of Cottage Grove for mat'l. source. Should finalize shortly.

Doug Greene – (Info)

8501

I-5

Salem, Oregon
April 6, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Leonard L. Wallace
Bridge Design Engineer

Cottage Grove-Martin Creek Section
Pacific Highway
Lane County
M.P. 169.50 to M.P. 174.75

The above project is to be contracted in July, 1976. I request your design data for treatment of the wearing surface on bridge decks on the following bridges:

S 7830
N 7830A
S 7863
N 7863A
7864A
7865A
S 7809A
N 7809B
S 7810A
N 7810B
S 7861B
N 7861A
S 7833B)- No immediate work required. Information requested
N 7833A) for future treatment only.

7860 Low clearance at S.B. lanes 14'9".

The total asphalt overlay submitted by field is 6" but is not yet approved.

DOC:fw

/ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

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8502 S.P.R.R. Crossing (Spgfld.) 1977
Sec. (S. 2nd St.)
(Grading & paving)

R. R. 832 7-16-76
C c A 5268 4-16-75

#8502

STATE COPY

5-12-78

9

U.S. DE TMENT OF TRANSPORTATION
FEDL HIGHWAY ADMINISTRATION

cc: OSHD (H. S. Coulter)
Wash DC (HH0032)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 5-3-78	REPORT MADE BY Vincent Tabor, Asst Area Engineer		PROJECT NO. SRS-0008(92)
COMPLETION DATE 7-12-77	ACCEPTANCE DATE BY CONTRACT AGENCY 9-8-77	TIME ELAPSED 100 %	CONTRACT TIME 100%
APPROVED EXTENSIONS none	LOCATION Southern Pacific RR Crossing at 2nd Street in Springfield, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SPRR Crossing Project
Grading, Drainage, & Paving

1. This project provided for the construction of a full roadway section across RR right of way at 2nd Street in Springfield.

2. Original overall project cost was estimated at $34,591 and the final estimated cost at $34,698 - an overrun of approximately 0.3 percent due to drainage changes. These costs donot include crossing protection devices.

3. Cantilever flashing lights, gongs, and short-arm gates were installed as part of this project by Southern Pacific forces, and all are considered satisfactory for acceptance. This cost was estimated at $84,685.

4. All supporting documentation has been received and the project is considered satisfactory for final acceptance.

RECEIVED
STATE HWY ENGR
REFER TO

COPY SENT
MAY 16 1978
Washington

5-17-78
Cy Kasley

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe inal Signed by T. P. LOWE		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 5-12-78	TITLE Field Operations Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8502

9

September 15, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On September 12, 1977, we wrote to you concerning release of final payment on Contract No. 8502 awarded to Wildish Construction Co. for work on the SPRR Crossing (Springfield) Section of FAU 1035 in Lane County.

Final payment on this contract is $1,851.85 and the total contract amount is $27,597.87 including $146.10 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Wildish Construction Co.
P. O. Box 1106
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8502

TO BE COMPLETED BY FHWA	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NUMBER 6-207		County Lane
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number SRS-00S(92)
MODIFICATION NUMBER 2	6-16-80	

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on October 26, 19 76,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 125,231.00	$ 133,655.00
Federal funds	$ 112,707.00	$ 120,207.00
Other revisions		

This modification is made for the following reasons:

To include increase in costs for work on Railroad Signals & Gates.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of June, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Hwy. Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon June 6, 1980

Federal Aid Project
No. SRS-00S(92)

S.P.R.R. Crossing (Springfield)
FAU 1035 (S. 2nd St.) (Eugene)
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering	All Required	$5,000.00

Type Code Y018

Railroad Signals & Gates

Work by SPT Co.	All Required	$93,019.00
	SUBTOTAL	$93,019.00
	Engineering	2,315.00
	TOTAL	$95,334.00

Type Code 6201

Roadway (Sta. 5+40 to Sta. 6+95)

Total the same as previous estimate of May 10, 1977	$33,321.00

Length of Project -------------0.029 miles
Cost of Roadway Per mile-------$1,145,896.54

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 5,000.00	$ 4,500.00	$ 500.00
R.R. Signals & Gates	95,334.00	85,800.00	9,534.00
Roadway	33,231.00	29,907.00	3,324.00
TOTAL	$ 133,655.00	$ 120,207.00	$ 13,358.00

Group 1-100%
Contract No. 8502
Prefix - 320-1089
320-1995 P.E.
320-1086 R.R. Signal

8502

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	5-106
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-16-77

State: Oregon
County: Lane
Project Number: SRS-000S(92)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 26, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 90,500	$ 125,231
Federal funds	$ 81,450	$ 112,707
Other revisions		

This modification is made for the following reasons:

To include contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of May, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Oregon State Highway Division
Salem, Oregon, May 10, 1977

Federal Aid Project
No. SRS-000S(92)

S.P.R.R. CROSSING (SPRINGFIELD)
FAU 1035 (S. 2ND ST.) (EUGENE)
LANE COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 5,000.00

Type Code Y018
Railroad Signals & Gates

Work by SPT Co.	All Required		$ 84,685.00
	Subtotal		$ 84,685.00
	Engineering		2,315.00
	TOTAL		$ 87,000.00

Type Code 6201
Roadway (Sta. 5+40 to Sta. 6+95)

Mobilization	All Required		$ 1,000.00
Temporary Protection and Direction of Traffic	All Required		1,000.00
Temporary Signs	Sq.Ft. 92	4.50	414.00
Temporary Barricades, Reflectorized	Each 4	30.00	120.00
Flagmen	Hr. 150	21.00	3,150.00
Removal of Structures and Obstructions	All Required		3,000.00
Embankment in Place	Cu.Yd. 220	4.00	880.00
Trench Excavation	Cu.Yd. 37	10.00	370.00
Furnish and Placing Topsoil	Cu.Yd. 20	10.00	200.00
Class "C" Asphalt Concrete	Ton 430	18.00	7,740.00
8-inch Sewer Pipe	Lin.Ft. 85	7.50	637.50
12-inch Sewer Pipe	Lin.Ft. 4	8.00	32.00
15-inch Sewer Pipe	Lin.Ft. 60	18.00	1,080.00
Installing 15-inch Pipe Under R.R. Sta. 5+90	All Required		2,850.00
4-inch PVC Pipe	Lin.Ft. 16	2.00	32.00
Concrete Manholes	Each 3	550.00	1,650.00
Concrete Inlets, Type CG-1	Each 1	410.00	410.00
Concrete Walks	Sq.Yd. 115	10.35	1,190.25
Concrete Curbs	Lin.Ft. 170	9.00	1,530.00
Extra for R.R. Grade Crossing	Each 2	600.00	1,200.00
Adjusting Manholes	Each 3	75.00	225.00
			$ 28,710.75

Anticipated Items

Railroad Protective Cost	All Required	$ 1,400.00
Permanent Pavement Striping (S.F.)	All Required	100.00
		$ 1,500.00
	Subtotal	$ 30,210.75
	Engineering (10%)	3,020.25
	TOTAL	$ 33,231.00

Length of Project - - - - - - - - - - - - - 0.029 mile

Cost of Roadway Per Mile $ 1,145,896.54

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	City Funds
P.E.	$ 5,000.00	$ 4,500.00	$ 500.00
R.R. Signals & Gate	87,000.00	78,300.00	8,700.00
Roadway	33,231.00	29,907.00	3,324.00
TOTAL	$125,231.00	$112,707.00	$12,524.00

Group 1-100%

Contract No. 8502

Prefix 320-1089
320-1995 P.E.
320.1086 R.R. Signal

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 0-11-21	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 10-26-76	State Oregon County Lane Project No. SRS-000S(92)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., SP RR x'ing at Second St. (Springfield)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	7-12-76	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	7-12-76	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 90,500	$ 81,450

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By ES Hunter

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Glen file

Oregon State Highway Division
Salem, Oregon, October 22, 1976

Federal Aid Project
No. SRS-000S (92)

SPRR X'ing at 2nd St. (Springfield)
City Street in Lane County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$ 3,500.00

Type Code Y018

Railroad Signals & Gates

Work by SPT Co.	All Required	84,685.00
	Subtotal	84,685.00
	Engineering	2,315.00
	Total	87,000.00
Length of Project	0.0 miles	

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
P.E.	$ 3,500.00	$ 3,150.00	$ 350.00
Railroad Signals & Gates	87,000.00	78,300.00	8,700.00
Subtotal	$ 90,500.00	$ 81,450.00	$ 9,050.00
Retain In Program			
Widen Roadway Adjacent to RR X'ing	9,500.00	8,550.00	950.00
Total	$ 100,000.00	$ 90,000.00	$ 10,000.00

Prefix 320-1995 P.E.
320-1086

Y013 - 61%
Y018 - 39%

8502 9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SPRR Crossing (Springfield)

WEEK ENDING: July 30, 1977

SECTION PREFIX: 320-1089

HIGHWAY: FAU 1035 (S. 2nd St.)

COUNTY: Lane

NAME OF JOB: SPRR Crossing (Springfield)

KIND OF WORK: Grading & Paving

CONTRACTOR: Wildish Construction Company

CONTRACT NUMBER: 8502

FEDERAL AID PROJECT NUMBER: SRS-000S(92)

DATE OF CONTRACT: April 13, 1977

DATE WORK STARTED: June 6, 1977

ESTIMATED COMPLETION DATE: July 12, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION. 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 75

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED 75

PERCENT OF TIME ELAPSED 100

PROJECT AUTHORIZATION: $ 34,591.31

EXCLUSIVE OF ENGINEERING: $ 31,570.23

ENGINEERING AUTHORIZATION $ 3,021.08

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 29,090.97

ENGINEERING COST TO DATE $ 5,700

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98.8

ESTIMATED PERCENT: ~~XXXXXX~~ UNDERRUN . . . . 7.9 %

PERCENT OF AUTHORIZATION 189 %

DATE PROJECT WAS COMPLETED July 12, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.03				0.03
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.03				0.03
TOTAL ESTIMATED QUANTITIES (CONTRACT)	220 C.Y.				430 Tons
TOTAL QUANTITIES CORRECTED TO DATE	120				358
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	120				358
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy	0		
MONDAY	Cloudy	0		
TUESDAY	Clear-Fair	0		
WEDNESDAY	Clear-Fair	0		
THURSDAY	Clear-Fair	0		
FRIDAY	Clear-Fair	0		
SATURDAY		0		

Routing
Kessey
Bond
Jackmond
Hopkins
Johnson
Inloes

RECEIVED
AUG 1 1977
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Worked on Semi-final estimate this week in office - Completed Semi-Final Estimate will be delivered to Region Office on 7/29/77.

---FINAL REPORT---

cc: Construction 2
F.H.W.A.
Region
File

SIGNED Dale R. Wickert LOCATION Eugene
For John T. Scofield

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

8502 17 1

LETTER OF APPROVAL AND/OR AUTHORIZATION

SRS-000S(92)

STATE PROJECT NO. See below

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. SRS-92

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 14 '77
REFER TO Rulien
FOR

Info	Invs	R/W	D/R	Sign	Act	File

DATE PS & E APPROVED 3-2-77

DATE AUTHORIZATION EFFECTIVE 3-2-77

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER City street

GENERAL LOCATION:

"SPRR X'ing #CF 620.70 at Second St. (Springfield)"

GENERAL DESCRIPTION OF WORK:

Grade, pave, Code 6201 - Miles 0.029

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Railroad Protective Services $1,400
Permanent Pavement Striping (S.F.) 100

☐ ACQUISITION OF RIGHT OF-WAY
CONTRICTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's 2-28-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $41,581 - Federal funds $37,422.

A signed copy of the Title sheet is returned herewith.

DATE 3-2-77

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE For Division Administrator

FORM PR-1240 (REV. 8-70)   EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Fred B. Klaboe   ASSISTANT DIRECTOR FOR OPERATIONS

8502 8-1[illegible]

-000S(92)

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green Division Administrator	PROGRAM NO. ITEM NO. SRS-92	STATE PROJECT NO. SPRR X'ing at 2nd St. COUNTY NAME Lane PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 16 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
7-12-76	7-12-76	Non Federal-aid City Street

GENERAL LOCATION:

SP X'ing # CF-620.70 at 2nd St. - City of Springfield.

GENERAL DESCRIPTION OF WORK:

Railroad Signals & Gates.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~ XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 7-12-76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 7-20-76 letter you are authorized to proceed with the work covered by the Agreement with the Southern Pacific Transportation Company, approved by the Highway Division 6-28-76 at a total estimated cost of $84,685. Federal funds $76,216.

Preliminary engineering charges for work necessary to prepare final plans for this project are eligible even though PS&E approval has been granted.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-12-76	G. K. [illegible] for	Division Administrator

FORM PR-1240 (Rev. 4-73) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE : 1975

8502 13

PRO 6-2

July 20, 1976

TO: G. L. Green
Division Administrator

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: PS & E Approval
Project No. SRS-0008(92)
SPRR Xing @ Second St. (Springfield)

We hereby request your approval of the PS & E documents on the subject project as represented by the enclosed copies of a fully executed agreement with the Southern Pacific Transportation Company which was approved by the Highway Division on June 28, 1976. The estimated total cost is $84,685 with federal funds of $76,216.

We further request the following:

(1) Approval of the agreement with the railroad and the return of one approved copy of the agreement for our files.

(2) Authorization to proceed with work by the railroad as of July 12, 1976 which is the approval date of the program.

(3) Authorization that preliminary engineering changes for work necessary to prepare final plans for the subject project are eligible even though PS & E approval has been granted.

Enclosures

GL:dgk

cc: J. Chidsey
D. E. Swan

8502

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: ~~ROW 18-2~~

INTER-OFFICE CORRESPONDENCE

July 16, 1976

Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

SUBJECT: Service Contract No. 76-016
Crossing No. CF-620.70
S. 2nd St. (Springfield)
Lane County

TO: C. W. Head, Manager
Management Services

BUILDING

RAILROAD COMPANIES
FILE No. 832

Enclosed is the State's fully executed counterpart of a Service Contract with Southern Pacific Trans. Co. calling for the installation of grade crossing protective devices at Crossing No. CF-620.70, S. 2nd St., Springfield, Lane County. This Agreement was executed by Southern Pacific Trans. Co. and 90% of the funds are to be provided by the State for this project and will be reimbursed by the Federal Highway Administration under Section 230 of the 1973 Federal Highway Act. 7-1/2% of the cost of this project will be borne by the State Grade Crossing Protection Fund with the remaining 2-1/2% being borne by the City of Springfield in conformance with the City-State Agreement signed by Mr. F. B. Klaboe on April 15, 1975. Distribution of conformed copies has been made as indicated below.

The Construction Division will be responsible for monitoring of the installation of these devices and approval of the final bill. The Accounting Section will be responsible for auditing the final bill. Section Heads should review this Agreement to fully understand the responsibilities their Section must bear under this Agreement.

JEC:jr
Attach.

cc: G. L. Green w/copy agmt.
R. L. Schroeder
C. T. Keasey w/copy agmt.
J. B. Boyd w/copy agmt.
J. L. Sollis
V. E. Skoog w/copy agmt.
Robert Church w/copy agmt.
D. E. Swan w/2 copies agmt.
Alfred Shirley w/copy agmt.
John Scofield w/copy agmt. NOTE: Please prepare the necessary State Force Order to cover the work to be done by the Railroad under the terms of this Agreement. Also contact the City of Springfield and obtain from them an estimate of their work to do the necessary widening of S. 2nd St. and prepare the State Force Order for this work.

PUBLIC UTILITY COMMISSIONER OF OREGON

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

RECEIVED
JUL 19 1976
Office of
Assistant State Highway Engineer

Date: June 18, 1976

From: David J. Astle

To: J. E. Chidsey

Subject: Current Status of Grade Crossing Protection Account

In a recent telephone conversation regarding the balance of funds in the Grade Crossing Protection Account (GCPA), I informed you that we would have current information available as to apportioned and unapportioned balances by the end of this fiscal year. This information is now available and is being forwarded to you at this time (my memo to Charles Davis of 6/18/76).

To summarize, of the $1,800,000 credited to the GCPA through 6/30/76, approximately $420,000 remains uncommitted. Of the uncommitted funds, $147,000 have been allocated to separated crossing projects, leaving $273,000 available for either grade crossing or separated crossing projects. I am recommending that Commissioner Davis allocate an additional $150,000 to separated crossing projects to give us some additional flexibility in dealing with projects of this nature, which normally involve large expenditures.

The long period of time between the issuance of an order and the actual receipt of a bill from the railroad for the fund's share accounts for approximately $401,000 of the currently unspent balance in the fund. Orders on pending applications will account for a further apportionment of $775,000 within the next few months.

As we receive more requests for GCPA funding at the 75% level, uncommitted balances have begun to drop sharply. The original apportionment formula of only 30% from the GCPA, along with the very great increase in federal commitment to crossing safety projects in 1973, resulted in a much lower demand for GCPA assistance in the first two years than originally anticipated. However, growth in demand during this biennium has been substantial, leaving us with approximately 77% of the total amount credited to the fund through the first three fiscal years committed to projects pending or approved. The additional flexibility to allocate unapportioned balances to separated crossing projects, granted by the 1975 legislature, coupled with inflation (many crossing signalization projects are now running around $90,000 to $100,000 each) should assure that state crossing fund monies will be well utilized in the years immediately ahead.

Please let me know if you have any questions. Copies of this memorandum are being sent to Messrs. Klaboe, Schroeder and Skoog.

cc: F. B. Klaboe, Chief of Operations, ODOT
R. L. Schroeder, Assistant State Highway Engineer
V. E. Skoog, Controller, ODOT

Attachment

cc w/o attachment: Charles Davis
SIR 686
DJA (x)

PU C UTILITY COMMISSIONER OF OREGON

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

Date: June 18, 1976

From: David J. Astle

To: Charles Davis

Subject: Current Status of Grade Crossing Protection Account

Pursuant to statute (ORS 763.330), each year $600,000 (beginning in 1973) is credited to the Grade Crossing Protection Account (GCPA) within the State Highway Fund. To date, $1,800,000 has been credited to this account. On July 1, another $600,000 will be credited to the GCPA. The money in this state crossing fund is to be expended for railroad-highway grade crossing safety as authorized by ORS 763.270 and 763.280. These two statutes provide for the apportionment of costs of protective devices (763.270) and the cost of construction, reconstruction or alteration of separated crossings (763.280). Our interpretation of these statutes is that the GCPA can participate only in projects involving existing grade crossings and existing separated crossing structures.

ORS 763.330 also provides that, of the $600,000 credited each year to the GCPA, no more than $100,000 shall be allocated in any one fiscal year for the costs of separated crossing projects, except that any unapportioned amount in the Account at the end of each fiscal year may be allocated for such projects. To date, you have earmarked $300,000 for separated crossing projects (your authorization dated June 17, 1975).

To date, only $48,096.24 has actually been expended for grade crossing projects and $981.99 for separated crossing projects, leaving an unspent balance of approximately $1,750,000 in the fund. This will increase to approximately $2,350,000 on July 1.

Our first formal apportionment of funds from the GCPA occurred via PUC Order No. 74-517 of July 11, 1974. Since then, we have issued 40 formal orders apportioning money from the account to projects involving 47 grade crossings and 1 separated crossing. Within the next week, our order on the Hillsboro separated crossing project should be out, as well as an order on a major grade crossing project in Baker.

Following is a current estimate of the unapportioned balances in the Grade Crossing Protection Account:

Total credited to GCPA as of 6/30/76:	$1,800,000.00
Total allocated to separation projects:	300,000.00
Balance available for grade crossing projects:	$1,500,000.00

GRADE CROSSING PROJECTS:

Amount actually spent to date	$ 48,096.24	(6 projects)	
Amount apportioned by order, but not yet billed to the GCPA (estimated)	400,800.00	(34 projects)	
Estimated amount payable for projects on which formal application has been filed to date	775,100.00*	(31 projects)	
	$1,223,996.24		
Est. fund administration costs (charged by OSHD)	2,500.00		
Total estimated apportionment and apportionment liability based on orders entered and applications filed to date - - -			$1,226,496.24
Uncommitted balance as of 6/30/76 ($1,500,000 less $1,226,496.24)			$ 273,503.76

SEPARATED CROSSING PROJECTS:

Amounts actually spent to date	$ 981.99	
Amounts apportioned by order, but not spent (estimated)	2,000.00	
Estimated liability for projects on which formal application has been filed to date	150,000.00	
	152,981.99	
Uncommitted balance as of 6/30/76 ($300,000 less $152,981.99)		$ 147,018.01

---

*Includes $25,800 estimated additional liability on SXF 699 based on reapportionment at 75% level; includes additional $97,500 for Pendleton project based on crossings likely to remain open, but currently proposed for closure. Remainder of estimates are on projects for which GCPA participation is proposed in the application at the current statutory rate. None of these latter is likely to be contested.

8502

7-12-76

FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

SRS 000S (92)

STATE PROJECT NO.
See below

FROM:
G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO.
SRS-92

COUNTY NAME
Lane

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 15 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
7-12-76

FEDERAL ROUTE NUMBER
Non-Federal-Aid

STATE ROUTE NUMBER
City Street

GENERAL LOCATION:

"SPRRX'ing #CF-620.70 at Second Street (Springfield)"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering including utility and railroad preparatory work - Railroad signals and gates. (Code Y108 Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility and railroad prepatory work TEC $3,500/FF$3,150.
☒ OTHER *(Specify)*
Program approval
(TEC $80,500 - Fed. Funds $72,450)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 6-23-76 letter, I approve this project for inclusion in the Federal-aid program and concur that timesaving procedures enumerated in FHPM 6-8-2.1 are applicable and also concur that it is a non-major action as set forth in FHPM 7-7-2.

Also, as requested in Mr. Rulien's 6-23-76 letter, you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-12-76	G. K. Hossner	For Division Administrator

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-856

8502

1

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~106 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313
211 Highway Building

June 30, 1976

Mr. H. S. Coulter
State Highway Engineer
State Highway Building
Salem, OR 97310

RE: PUX 920 SXF 812

Dear Mr. Coulter:

Enclosed is a copy of Order No. 76-431 issued by the Public Utility Commissioner on June 28, 1976, relative to the above-subject matter.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:sjb
enclosure
cc: C. R. Burghart
C. T. Keasey
D. H. Moehring
A. Shirley
L. E. George
James E. Chidsey
Wm. Anhorn
R. P. Hamilton
E. S. Hunter

RECEIVED
STATE HWY ENGR
JUL 1 '76
REFER TO
FOR
Info | Inves | R.D | D.R | Sign | Act | File

Order No. 76-431
Crossing No. CF-620.70

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 812

In the matter of the application of the State of Oregon, by and through its Department of Transportation, Highway Division, for the authority, pursuant to ORS 763.030, to alter and change protection at a grade crossing of South Second Street and Southern Pacific Transportation Company, Cascade Main Line, in Springfield, Lane County, Oregon.)	ORDER

On February 19, 1976, the State of Oregon by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of South 2nd Street, a street under the jurisdiction of the City of Springfield, and the main track and a spur track of Southern Pacific Transportation Company, Cascade Main Line, in Springfield, Lane County, Oregon.

This application replaced one filed on March 25, 1974 by the City of Springfield in this same matter. By letter dated March 5, 1976, City of Springfield requested withdrawal of its application, which had been assigned Commissioner's docket number SXF 685.

On March 30, 1976, by Order No. 76-215, the Public Utility Commissioner dismissed the proceedings and closed the docket in the matter of SXF 685, and acknowledged receipt of a new application to accomplish essentially the same project contemplated in SXF 685, filed by the Oregon State Highway Division and assigned Commissioner's docket number SXF 812.

This order is issued pursuant to the matter identified above as SXF 812 wherein applicant proposes to install two Commissioner's Standard No. 2B cantilevered flashing light signals, equipped with gongs, and supplemented with two Commissioner's Standard No. 4 automatic gates to replace the existing wigwag projection at this crossing. It is also proposed to widen the existing 18-foot uncurbed street to 44 feet and install curbs and gutters and to remove the existing switch from the street area and construct 300 feet of additional track through the crossing.

By letter dated March 8, 1976, PUC staff requested that the application be amended to reflect the fact that the statutory provisions will not allow the State Grade Crossing Protection Account to participate in the cost of crossing construction in the amount of 7½ percent of the cost as called for in the application.

By letter dated March 10, 1976, applicant requested application be amended accordingly. Construction costs are to be allocated between applicant and the City of Springfield.

By letter dated April 2, 1976, Southern Pacific Transportation Company requested application be amended to provide for a crossing surface of "hardwood planking" instead of asphaltic concrete. No objection by any party has been made to the granting of this application.

Due consideration has been given to all representations in the application and the responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the application, the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) The authority to alter the crossing as requested herein is granted.

(2) Applicant shall bear 90 percent of the cost of constructing the crossing and of furnishing and installing the automatic signalization ordered herein;

(3) City of Springfield shall:

(a) Bear 10 percent of the cost of constructing that part of the crossing lying between lines drawn two feet outside each rail;

(b) Bear 2½ percent of the cost of furnishing and installing the automatic signalization ordered herein;

(c) Furnish, install and maintain standard advance warning signs and standard advance warning pavement markings at appropriate locations on the roadway approaches to the crossing and bear all the cost thereof;

(d) Construct that part of the crossing area lying outside lines drawn two feet outside each rail and bear 10 percent of the cost thereof;

(e) Maintain that part of the crossing area lying outside lines drawn two feet outside each rail and bear all the cost thereof;

(f) Notify the Commissioner upon completion of its portion of the project.

(4) Southern Pacific Transportation Company shall:

(a) Subject to reimbursement as provided herein, furnish and install two Commissioner's Standard No. 2B cantilevered flashing light signals, equipped with gongs, and supplemented with two Commissioner's Standard No. 4 automatic gates, to be located four feet behind new curbs on each side of the crossing, and to be activated with two grade crossing predictor units;

(b) Subject to reimbursement as provided herein, construct that part of the crossing area lying between lines drawn two feet outside each rail, including the necessary track work;

(c) Maintain the automatic protection ordered herein and maintain that part of the crossing area lying between lines drawn two feet outside each rail and bear all the cost thereof; and

(d) Notify the Commissioner upon completion of its portion of of the project.

(5) Pursuant to ORS 763.270, the State Grade Crossing Protection Account shall bear 7½ percent of the cost of furnishing and installing the automatic signalization ordered herein (paragraph (4) (a) above).

(6) Applicant, the City of Springfield or Southern Pacific Transportation Company, whichever advances the share of the cost apportioned to the Grade Crossing Protection Account, as ordered herein, shall present its claim for reimbursement to the Commissioner for approval upon completion of the work ordered in paragraph (4) (a) above, as provided by statute.

Made, entered and effective June 28, 1976.

Charles Davis

CHARLES DAVIS
PUBLIC UTILITY COMMISSIONER

85621

PRO 6-2

June 23, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. SRS-000S(92)

We are submitting program data for one project, Item No. 92, Project No. SRS-000S(92), "SP RR X'ing at Second Street (Springfield) Section", which we desire to have included in the Safer Roads Demonstration Program under Section 230 of Title II as established by the Federal-Aid Highway Act of 1973.

This project has been originated by local officials and concurred in by the Oregon Transportation Commision and the State Highway Division.

Enclosed is one copy each of a narrative with sketch map, crossing data sheet and pictures compiled for the crossing.

We request the following:

(1) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-0-2-1.

(2) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office on February 25, 1975.

(3) Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval, including railroad and utility preparatory work, at an estimated total cost of $3,500 with obligation of Federal funds of $3,150.

We will request authorization to proceed with the construction phase of work upon your approval of the Railroad agreement and required force orders for roadway.

DRH:md

Att.

cc: Alfred Shirley (Region 3)

NO.

FORM PR-1
(REV. 4-61)

June 23, 1976

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St., SP RR Xing at Second St.(Springfield)		2,200	3,000	96	10	Oregon	41	148	92

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ing Signals and Gates								SRS-	000S	(92)		

AL FUNDS (Section 230) Safer Roads Demonstration Program

COUNTY NAME Lane

CODE 039

PROGRAM STAGE ☐ 1 OR ☒ 2

AREA Eugene

ROUTE NO. FEDERAL-AID Non STATE City St. U.S. ----

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		(RR Xing No. CF-620.70)	0.0	3,500	3,150		350 (City)	RR work to be done by Railroad forces and roadway work to be done by State forces.
	ROW								ROW - 60' min.; Access control-none; Parking restrictions-none.
	CONST (CODE) Y018		"SP RR Xing at Second Street (Springfield) Section"	0.0	77,000	69,300		7,700 (City)	Util. adj. req. incl. prep. work.
PARED BY			DRH / PROJECT TOTALS	0.0	80,500	72,450		8,050 (City)	

OGRAM APPROVAL DATES

REMARKS

-Over-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

June 23, 1976

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) City St., SP RR Xing at Second St.(Springfield) 21 65	**ADT**	PRESENT 2,200	FUTURE 3,000 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) PE, RR Xing Signals and Gates 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) SRS- 14 23	NUMBER 000S 7

CARD 4	CLASS OF FEDERAL FUNDS (Section 230) Safer Roads Demonstration Program	COUNTY NAME Lane			CODE 039
	NAME OF URBAN AREA 17-31 Eugene	ROUTE NO.	FEDERAL-AID Non	STATE (32) City St. (36)	U.S. (37) ---- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			0.0	3,500	3,150		350 (City)
5					**ROW**		(RR Xing No. CF-620.70)					
5					**CONST** (CODE) Y018		"SP RR Xing at Second Street (Springfield) Section"	0.0	77,000	69,300		7,700 (City)

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.0	80,500 (16) (23)	72,450 (24) (33)		8,050 (City)
1	14	PROGRAM APPROVAL DATES					REMARKS	

RR w
Rail
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done

ROW
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none

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pren

SP RR XING AT SECOND ST. (SPRINGFIELD) SEC.

PROJECT NO. SRS-000S(92)

Facility:

ond St. -- Two-lane bituminous surfaced street.
road -- See "Railroad Crossing Data" below.

Data:

proposed work is as follows:

All phases of preliminary engineering, e.g., obtaining necessary survey data, preparation of P.U.C. map and title sheet final plan by State forces.

Installation of cantilever flashing lights with gong signals and automatic short arm gates (including preparatory work). All work to be done by Railroad Company forces with required review by State forces.

Construct roadway section, as required, across RR R/W to provide continuity of roadway. Work to be accomplished by State forces.

Crossing Data:

Railroad:	Southern Pacific Transportation Co.
racks:	Two (Mainline & Spur)
rains:	Thirty (24 thru, 4 switch & 2 passenger)
igh-Speed Trains:	None
Crossing Pro- on:	One Wig-wag, two cross bucks
d Crossing Pro- on:	Cantilever flashing lights with gongs and automatic short arm gates.
d Benefits:	None

This crossing has been selected by the local officials and the Division on the basis that the potential hazard is such that it mong the top priority of crossings requiring upgrading of crossing ion.

Right-of-Way:

No additional required.

System Action, Airports, Water Development, Historical and Recreational Area:

None involved.

IM 50-1-70 Requirements:

Exempt from State Clearinghouse and District 5 Clearinghouse A-95 review under working agreements.

FHPM 4-4-2 Requirements:

Urban Transportation Planning not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA on February 25, 1975.

FHPM 7-7-5 Requirements:

Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2-1.

NOTE:

(1) This project is in Congressional District No. 4.

(2) Springfield Municipal Airport lies northeasterly within two miles of the project. The runway is oriented such that the proposed work will not cause any conflict.

SP RR XING AT SECOND ST. (SPRINGFIELD) SEC.

PROJECT NO. SRS-000S(92)

Existing Facility:

Second St. -- Two-lane bituminous surfaced street.
Railroad -- See "Railroad Crossing Data" below.

Project Data:

The proposed work is as follows:

1. All phases of preliminary engineering, e.g., obtaining necessary survey data, preparation of P.U.C. map and title sheet final plan by State forces.

2. Installation of cantilever flashing lights with gong signals and automatic short arm gates (including preparatory work). All work to be done by Railroad Company forces with required review by State forces.

3. Construct roadway section, as required, across RR R/W to provide continuity of roadway. Work to be accomplished by State forces.

Railroad Crossing Data:

Name of Railroad:	Southern Pacific Transportation Co.
No. of Tracks:	Two (Mainline & Spur)
No. of Trains:	Thirty (24 thru, 4 switch & 2 passenger)
No. of High-Speed Trains:	None
Existing Crossing Protection:	One Wig-wag, two cross bucks
Proposed Crossing Protection:	Cantilever flashing lights with gongs and automatic short arm gates.
Railroad Benefits:	None

NOTE: This crossing has been selected by the local officials and the Highway Division on the basis that the potential hazard is such that it rates among the top priority of crossings requiring upgrading of crossing protection.

Right-of-Way:

No additional required.

System Action, Airports, Water Development, Historical and Recr Area:

None involved.

IM 50-1-70 Requirements:

Exempt from State Clearinghouse and District 5 Clearinghous review under working agreements.

FHPM 4-4-2 Requirements:

Urban Transportation Planning not applicable as the project result in an alteration of land use or traffic flow patterns th require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA on February 25

FHPM 7-7-5 Requirements:

Not applicable under "Timesaving Procedures" set forth in

NOTE:

(1) This project is in Congressional District No. 4.

(2) Springfield Municipal Airport lies northeasterly with of the project. The runway is oriented such that the work will not cause any conflict.

85c2

13

ROW 18-2

1859

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 9, 1976

Mr. Michael E. Kelly
Asst. Director of Public Works
City of Springfield
246 Main Street
Springfield, OR 97477

S. Second St. RR X'ing

Dear Mr. Kelly:

Your letter of June 4, 1976 requested the proposed contract schedule for the signalization improvements on S. Second St. railroad crossing in the City of Springfield. At the present time no schedule can be submitted to you since the order from the Public Utility Commissioner's office has not been executed. Until such time as this final order from the PUC is executed, the Southern Pacific Trans. Co. will not be in a position to order the necessary materials for the signalization. It is estimated that it will take the Southern Pacific some six months after the issuance of the PUC order before the materials will be on hand and the grade crossing protection devices can be installed. The road work and curbing called for in the PUC application is the responsibility of the City of Springfield and can be scheduled by you as soon as the PUC order is issued. It is recommended that the necessary road work be accomplished this summer and barricaded off pending the installation of the crossing surface and the gates by the Southern Pacific Transportation Company.

If there is any further information I can give to you regarding this matter, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jr

cc: SPTC - Portland
bc: R. L. Schroeder
J. L. Sollis
J. B. Boyd
Don Harwell
Alfred Shirley
John Scofield

Form 81-734-3123

8502

1

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

April 1, 1976

Mr. F. B. Klaboe
Administrator and
State Highway Engineer
140 State Highway Bldg.
Salem, OR 97310

RE: 920 PUX 685 SXF

Dear Mr. Klaboe

Enclosed is a copy of Order No. 76-215 issued by the Public Utility Commissioner on March 30, 1976, relative to the above subject matter.

Very truly yours

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:clh
enclosure
cc - C. T. Keasey
A. Shirley
J. E. Chidsey

clH

RECEIVED
STATE HWY ENGR
APR 2 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
MARIE STEPHENS

Order No. 76-215
Crossing No. CF-620.70

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 685

In the matter of the application of)
City of Springfield for the authority,)
pursuant to ORS 763.030, to alter a)
grade crossing of South 2nd Street and) ORDER
Southern Pacific Transportation Company,)
Cascade Mainline (Eugene-Springfield)
Section), in Springfield, Lane County,)
Oregon.)

On March 25, 1974, the City of Springfield duly filed an application with the Commissioner in the above matter. The application was duly served upon the Southern Pacific Transportation Company, Lane County and the Oregon Department of Transportation, Highway Division. Answers to the application were duly filed.

By letter dated March 5, 1976, applicant requested withdrawal of its application. A new application to accomplish essentially the same project contemplated in this matter has been filed by the Oregon State Highway Division and assigned Commissioner's Docket No. SXF 812.

No reasons exist for further consideration of this case. The application should be dismissed and the proceeding closed upon the docket. It is therefore

ORDERED that:

The application of the City of Springfield be, and hereby is, dismissed and the proceeding closed upon the docket.

Made, entered and effective March 30, 1976.

Charles Davis
CHARLES DAVIS
Public Utility Commissioner

8502

11

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

February 18, 1976

Mr. David J. Astle
Administrator
Railroad Division
Labor & Industries Building
Salem, OR 97310

RE: PUX 920

Dear Mr. Astle

Enclosed is an original and eight copies of the Application of the Department of Transportation, Highway Division, in the above-subject matter.

Two of the copies are for service upon the Southern Pacific Transportation Company, one copy for service upon Lane County, one copy for service upon the City of Springfield, one copy for service upon the Lane County Council of Governments, and three copies are for use by your office.

Attached is an application to the Public Utility Commissioner for the change of protection and the alteration of the grade crossing of the Southern Pacific Transportation Company, Cascade Mainline at South 2nd Street in the City of Springfield. This application is to replace an application submitted to the Public Utility Commissioner by the City of Springfield for the alteration of the same crossing.

Very truly yours

LEE JOHNSON
Attorney General

ORIGINAL SIGNED BY
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

RECEIVED
STATE HWY ENGR
FEB 18 '76
REFER TO
✓

JLS:SAB
enclosures
cc-F. B. Klaboe
A. Shirley
C. T. Keasey
D. N. Harwell
J. E. Chidsey

NOTED
H.S. COULTER

NOTED
MARIE STEPHENS

RECEIVED
FEB 19 1976
Office of
Assistant State Highway Engineer

PUC Docket No. SXF 685

PUC Crossing No. CF-620.70

DOT-AAR Crossing No. 756 563 S

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with
a proposed railroad-highway crossing project

Formal Title:

In the matter of the application of State of Oregon, by and through its
(name of applicant)

Department of Transportation, Highway Division

for the authority, pursuant to ORS 763.030, to
(020/030/040)

alter and change protection at a grade crossing
(construct/alter/change protection at/relocate/close) (grade/separated)

of South 2nd Street
(name of street or highway)

and Southern Pacific Transportation Company,
(name of railroad company)

Cascade Mainline,
(name of railroad main or branch line or other trackage)

in Springfield, Lane County,
(in/near) (name of city/town/rail station) (name of county)

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected--

☒ State grade crossing protection fund.
Estimate of dollar cost to fund: $6,013.50

☐ Federal-Aid Highway System funds.*

☒ Other Federal Funds, such as "Safer Roads Demonstration Program" funds.*

Section 230, Title II, 1973 Federal Highway Act.

☐ None of above.

*If Federal Fund assistance is expected, please give appropriate federal statutory provision.

Form AX-1/75
Title Page

BEF THE PUBLIC UTILITY COMMISSIONER OF REGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) XX Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) XX Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) _____ Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See 6 above and answer as indicated.)

(11) XX Addition of protective devices at an existing crossing. (Simplified form AS-1/75 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under 5 above.)

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form SS-1/75 may be used if this is all that is involved. Otherwise, answer as indicated under 5 above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) _____ Other (please specify) ____________________

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Trans., Highway Division

   Address: Highway Building, Salem, OR 97310

2. Statutory authority under which this application is made:

   760.030
   (ORS 763.020/030/040)

   Note: If a new grade crossing is proposed -- ORS 763.020; if an existing crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

   Railroad milepost 620.70

   City Springfield

   Nearest railroad station Springfield

   County Lane

   The proposed project is to be in the SW 1/4 of the SW 1/4 of Section 35, Township 17S, Range 3W, W. M.

4. Name of public highway involved in this project:

   South 2nd Street

   Name of public authority with jurisdiction over this highway:

   City of Springfield

5. Name of railroad involved in this project: Southern Pacific Trans. Co., Cascade Mainline
   (include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

   a. Southern Pacific Transportation Co.
   b. Oregon Department of Transportation, Highway Division
   c. City of Springfield
   d. Lane County
   e. Lane County COG
   f.

   Have you served each of these parties with a copy of this application?

   No
   (yes/no)

   If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including its purpose):

Install cantilever flashing lights and automatic gates to be activated by GCP Units on mainline and track circuits on the spur track. Widen the existing 18 ft. uncurbed street to 44 ft. and install curb and gutters. Remove existing switch from the street area & construct 300 ft of add'l track through the crossing. All work to improve the safety to the motoring public.

8. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes

If yes, why? Presently, S. 2nd St. is 44 ft. wide on both sides of the X'ing, but narrows to 18 ft. at the crossing. The project will eliminate this bottleneck and install active warning devices to adequately warn the motoring public.

9. Is the crossing involved (to be) a separated crossing? No

Section II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? No

If no, why not? Lack of horizontal clearance and lack of money

11. Physical description of the crossing:

a. The Highway

(1) Alignment---Describe the highway alignment for 1000 feet on each approach, both before and after the project: Horizontal alignment is tangent and will remain unchanged. Vertical alignment will be improved.

(2) Width---The highway is 18 feet wide at the crossing at present; after pletion of the project, it will be 44 feet wide at the crossing; consisting (from

N (N or E) to S (S or W)) of:

At present--	After completion--
Shoulder* of --- feet	Shoulder of --- feet
2 lane(s) at 9 ft.each	4 lane(s)at 11 ft.each
Median of --- feet	Median of --- feet
== lane(s) at --- ft.each	-- lane(s)at --- ft.each
Shoulder of --- feet	Shoulder of --- feet

Explanation, if necessary ______

* If highway is curbed to crossing, "shoulder" is assumed to mean "parking area".

(3) Surface---	At present:	After completion:
Type of surface on traveled way:		
on approaches	Oil Mat	Asph. Concrete
at crossing	Asph. Conc.	Asph. Conc.
Type of surface on shoulders:	Gravel	No Shoulders
Condition of surface:		
on approaches	Poor	New
at crossing	Poor	New
Is the highway curbed on the approaches?	No	Yes

(4) Gradient, going toward crossing on--	At present:	After completion:
N (N or E) approach	± +4.5 %	± +2.47 %
S (S or W) approach	± +3.4 %	± +0.7 %

(5) Nearest public roadway intersection on each approach---

(a) N (N or E) approach: 90 ft; ADT 120 (est.)

(b) S (S or W) approach: 225 ft; ADT 80 (est.)

Name of road or highway:

(a) S. "B" Street

(b) S. "C" Street

Public authority with jurisdiction over road or highway:

(a) City of Springfield

(b) City of Springfield

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties of interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) No (yes/no); (b) No (yes/no).

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, and if costs of same are to be partially borne by the railroad and/or the state grade crossing protection account, they should also be listed under item 14 herein.)

b. The Railroad

	At present:	After completion:
(1) Number of tracks---	2	2

Name of each track from N (N or E) to S (S or W):

Spur

Mainline

(2) Angle of intersection--- 63 ° 63 °

If more than one track-highway angle exists, please give details below, track by track:

(3) Alignment--- Describe the alignment of the railroad track(s) for 1000 feet in each direction, both before and after the project:

Mainline - tangent west of crossing, slight curve to the right east of crossing. Spur - Tangent to curve right west of crossing - tangent to curve left east of crossing.

(4) Nearest switch---

	At present:	After completion:
E (N or E) of crossing:	48 ft	57 ft
W (S or W) of crossing:	75 ft	75 ft

(5) Rail through crossing---

	At present:	After completion:
Weight of rail (lbs/yard):	136 & 132	136 & 132
Year installed:	1974	
Year manufactured:	1973	

If any rail renewal is to be done as part of this project, please give details below and include the number of compromise joints to be charged to the party or parties responsible for paying crossing construction costs:

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume---

At present: 1,900; After completion: 2,000;

Expected 5 years after completion: 3,600.

(2) Speed of vehicles---

	At present:	Expected after completion:
300 ft from crossing on N (N or E) approach:	20 mph	25 mph
on S (S or W) approach:	20 mph	25 mph
At crossing:	15 mph	20 mph
Posted speed limit on approaches:	25 mph	25 mph

(3) **Direction of traffic flow:** N-S (N & S, etc.) N-S

b. The Railroad

(1) Train movements---
(avg per day)

	At present:	Expected after completion:
Freight trains:	28	28
Switching movements:	6	6
Passenger trains:	2	2

(2) Speed of trains---

Maximum allowable:	30 mph	30 mph
Typical:	25 mph	25 mph
Slowest normal:	5 mph	5 mph

13. **Visibility at the crossing from the standpoint of the approaching motor vehicle operator:**

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .

The motor vehicle operator can see along the railroad . . .

N (N or E) approach: 250 ft to right; 350 ft to left

S (S or W) approach: 1000 ft to right; 1000 ft to left

(2) From a "safe stopping distance" (see table on Page 8) on the . . .

The motor vehicle operator can see along the railroad . . .

N (N or E) approach: 80 ft to right; 400 ft to left

S (S or W) approach: 85 ft to right; 400 ft to left

If these sight distances will be changed on completion of the project, please explain below:

Note: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 feet	35 mph	210 feet
15 mph	69 feet	40 mph	256 feet
20 mph	98 feet	45 mph	306 feet
25 mph	131 feet	50 mph	360 feet
30 mph	169 feet	55 mph	418 feet

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing? NO (yes/no)

If yes, please explain by what and at what point it will be obstructed:

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? N/A (yes/no)

If yes, explain how you propose to overcome this problem:

If no, why not?

14. List the number and types of protective devices to be installed at the crossing and on its approaches:

Note: TYPES OF DEVICES

Commissioner's Standard No. 1R, reflectorized crossbucks
Commissioner's Standard No. 1S, vehicle "STOP" signs
Commissioner's Standard No. 2, flashing light signals with gongs
Commissioner's Standard No. 2B, cantilevered flashing lights w/gongs
Commissioner's Standard No. 4, automatic gate signals*
Commissioner's Standard No. 5, traffic signals
Traffic signals at adjacent intersection**
Track circuitry to interconnect with traffic signals
Part-time turn restriction signs**
Standard advance warning signs
Standard advance warning pavement markers
Standard "STOP AHEAD" signs
Standard railroad "STOP" signs

* To be used in conjunction with Standard No. 2 or No. 2B flashing light signals. Please indicate which it will be.

** Please furnish description of traffic signal operation, including standard phasing and phasing upon train activation.

a. Protection type: Commissioner's Std. No. 2B Cantilever Flashing Lights & #4 Automatic Gate Signals

Number of such devices: ______; To be located as follows: Four Feet (4') behind new curbs on each side of the crossing.

(1) Who will perform the installation? Southern Pacific Trans. Co.

(2) Estimated cost of installation: $ 55,100 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Ore. D.O.T., Highway Division	90
State Grade Crossing Protection Account	7-1/2
City of Springfield	2=1/2

(4) Who will maintain these devices? Southern Pacific Trans. Co.

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Southern Pacific Transportation Co.	100

*** Include cost of furnishing the protective device(s).

b. Protection type: Advance Warning Signs and Pavement Markings

Number of such devices: 2 each; To be located as follows: Each side of the crossing.

(1) Who will perform the installation? City of Springfield

(2) Estimated cost of installation: $250 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
City of Springfield	100

(4) Who will maintain these devices? City of Springfield

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
City of Springfield	100

c. Protection type: N/A

Number of such devices: ____; To be located as follows: ____

(1) Who will perform the installation? ____

(2) Estimated cost of installation: $____ ***

*** Include cost of furnishing the protective device(s).

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ____________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

15. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Co.

Estimated cost of this portion: $ 25,000.

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

Note: This includes the necessary shifting and construction of track

b. Remainder of crossing area: City of Springfield

16. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

Ore. DOT, Highway Div. - 90%; State Grade Crossing Acct. 7-1/2%; City of Springfield 2-1/2%

b. Remainder of crossing area: Ore. DOT, Hwy. Div. 90%; City of Springfield 10%

17. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Co.

b. Remainder of crossing area: City of Springfield

18. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Co.

b. Remainder of crossing area: City of Springfield

19. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer.
Example: Main track--predictor units; Spur tracks--island circuits.)

Mainline - GCP Units

Spur-Track Circuits

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms? Yes

If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

Southern Pacific's Communication Lines will have to be raised to clear the automatic gate signals on the north side of the crossing.

SECTION III. Separated Crossings N/A

20. At the crossing, the highway will be ____________ (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? ________ (yes/no)

If no, please give reasons why attenuators are not necessary:

21. Who will construct the structure?

a. ______________________________

b. ______________________________

22. Who will pay for such construction?

Name of Party	Percent of Cost

23. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies: ______

b. All highway appurtenances: ______

c. Above the bottom of the beams plus the beam-bearing assemblies: ______

d. Railroad tracks, railroad drainage and all railroad facilities: ______

24. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies: ______

b. All highway appurtenances: ______

c. Above the bottom of the beams plus the beam-bearing assemblies: ______

d. Railroad tracks, railroad drainage and all railroad facilities: ______

25. Who will pay for damage to the structure caused by motor vehicle traffic on the highway? ______

26. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? ______

If so, describe (and attach complete drawing): ______

27. Is a temporary crossing at grade necessary during the construction period?

______
(yes/no)

If so, answer questions 11, 12, 13, 14, 15 and 16 in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ______________.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.) ____________________

____

SECTION IV. -- PERMANENT CROSSING CLOSURE N/A

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 40 of this form. If all parties of interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

28. Name and location of crossing to be closed (if different from crossing described in items 3, 4 and 5 of this application):

____

____

____

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

29. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A: ____________________

____

Route B: ____________________

____

30. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A-- 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A: ______________________________

____

Route B: ______________________________

____

31. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: ______________________________

____

Route B: ______________________________

32. Will emergency services to or from the area served by the crossing to be closed be adversely affected? ________ (yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties of interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect: ______________

____

____

____

33. What protective devices are currently installed at the crossing to be closed?

____

____

34. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed? ________ (yes/no)

35. Who will close the crossing? ______________________________

36. Who will bear the expense of closing the crossing? ______________

____

37. Who will maintain the barricades, if any, at the closed crossing?

38. Who will pay for said maintenance?

SECTION V. -- (To be completed by all.)

39. List all crossings located within one-half mile of the subject crossing in this matter and describe how they are protected: CF-620.50-Two Gates; CF-620.60-C - one X-buck; CC-645.00 - 4 flash lights; CC-645.06 - 2 flash lights; CC-645.12- 1 X-buck, 1 stop sign; CC-645.18 - 2 X-bucks, one stop sign; CC-645.24 - 2 X-bucks, 1 stop sign; CC-645.27-D - 2 X-bucks; CC-645.30 - 2 X-bucks, 1 stop sign. CC-645.36 - 2 X-bucks, 1 stop sign.

40. Upon completion of this project, will it be possible to close any existing crossings in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: All crossings in the area are necessary for the flow of traffic.

41. Other items of construction and cost distribution:

* *

42. Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? Yes - SPTC Dwg. A-4813. (yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES OF INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND ONE COPY FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested thereon is required in this matter: ______________________

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 10th day of February, 1976.

x ______________________
(Applicant)

____
(Attorney)

I, F. G. KLABBE, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

x ______________________

STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 10th day of February, 1976.

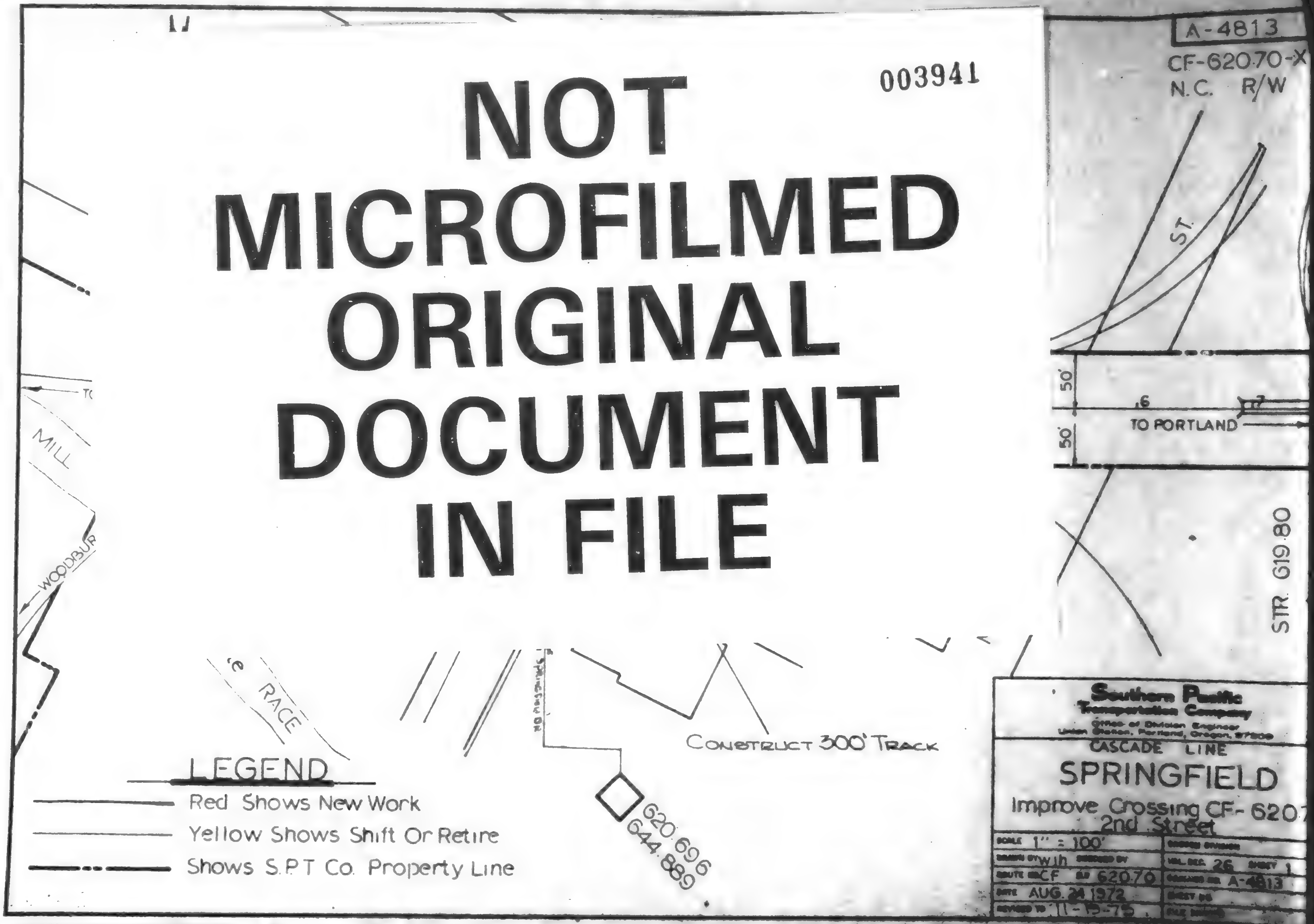
____
(Notary Public for Oregon)

My Commission Expires: [illegible]

Form AX-1/75
Signature Page

003941

NOT MICROFILMED ORIGINAL DOCUMENT IN FILE



LEGEND

Red Shows New Work

Yellow Shows Shift Or Retire

Shows S.P.T Co. Property Line

Southern Pacific Transportation Company
Office of Division Engineer
Union Station, Portland, Oregon, 97209

CASCADE LINE

SPRINGFIELD

Improve Crossing CF-620.7
2nd Street

SCALE 1" = 100'	
DRAWN BY wlh CHECKED BY	VAL. SEC. 26 SHEET 1
ROUTE CF M.P. 620.70	DRAWING NO. A-4813
DATE AUG. 24 1972	SHEET OF
REVISED TO 11-15-75	

8502

FORM 81.7.14 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ~~ROW 18-2~~

January 19, 1976
Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: Alfred W. Shirley
Regional Engineer

ROSEBURG

SUBJECT: PUC Map
Crossing No. CF-620.70
2nd Street (Springfield)
Lane County

Enclosed are two prints of a map furnished to me by Southern Pacific Railroad to be utilized in preparation of the PUC Map for Crossing No. CF-620.70 on 2nd Street, located in Springfield, Lane County. Please have the physical topography on the print verified by your field crews and supply what additional information is required, such as sight distances, profiles of street & track, power poles and typical sections @ track and 100' each side of crossing, and return one copy of the print to me for updating the reproducible drawing furnished by the Railroad. Your prompt attention to this matter will be appreciated.

JEC:jk
Enc.

cc: H. S. Coulter
E. S. Hunter
R. L. Schroeder
V. D. Wolfe
J. H. Versteeg
J. B. Boyd
J. L. Sollis

RECEIVED
JAN 20 1976
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

8502

ROW 18-2

bc: J. L. So~~l~~lis
R. L. Schroeder
J. B. Boyd
Don Harwell
Alfred Shirley, Jr.

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

RECEIVED
JAN 13 1976
Office of
Assistant State Highway Engineer

January 12, 1976

Mr. Michael A. Kelly
Asst. Dir. of Public Works
City of Springfield
346 Main Street
Springfield, OR 97477

Crossing No. CF-620.70
S. Second Street
City of Springfield
Project No. 448-C

Dear Mr. Kelly:

In regard to your inquiry of January 9, 1976, at this time I am unable to give you any indication as to the design and construction schedule of the improvements of the grade crossing of S. Second St. with the Cascade Mainline of the Southern Pacific Trans. Co. Before this work can be performed, it will be necessary to make application to the Public Utility Commissioner's office for the proposed signalization and track improvements. Before application can be made, it will be necessary for Southern Pacific Trans. Co. to furnish me with certain information required by the application.

You also wished to know whether the City's share would be 10% of the estimated cost or 5% of the estimated cost as specified in Senate Bill 375. The City's share of the cost of this work will be 2-1/2% of the total cost. 90% of the cost will be borne by Federal funding, 7-1/2% will be borne by the State Grade Crossing Protection fund and the remaining 2-1/2% will be the responsibility of the City of Springfield. If there is any further information I can provide to you regarding this work, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk

cc: David J. Astle, PUC
SPTC - Portland

Form 81 734 3123

8502

1

April 16, 1975

MISC. CONTRACTS and AGREEMENTS No. 5268

City of Springfield
City Hall
Springfield, OR 97477

Attention: Arlo W. Giles
Acting City Manager

Gentlemen:

Attached for your records is a fully executed copy of a letter-form agreement for installation of railroad crossing protection for Second Street at the Cascade Mainline tracks of the Southern Pacific Transportation Company.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

A letter-form agreement with the City of Springfield for installation of railroad crossing protection for Second Street at the Cascade Mainline tracks of the Southern Pacific Transportation Company, Crossing No. CF-620.70, Lane County. This project is eligible for 90% Federal Aid funding under Section 230 of Title II, Highway Safety Act of 1973. Total estimated cost of the work is $77,000. City will provide the 10% ($7,700) matching funds; there will be no expense to State. ([illegible])

mm
4/7/75

8502

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: ~~ROW 18-2~~

INTER-OFFICE CORRESPONDENCE
February 21, 1975
Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: Alfred Shirley, Jr.
Regional Engineer

Region 3
Roseburg

SUBJECT: PUC Map
Crossing No. CF-620.7
Second Street
City of Springfield
Lane County
Prefix 320-1973

Enclosed are two prints of a map furnished to me by Southern Pacific Railroad to be utilized in preparation of the PUC Map for Crossing No. CF-620.7 on Second Street, located in Springfield in Lane County. Please have the physical topography on the print verified by your field crews and supply what additional information is required, such as sight distances, profiles of the RR tracks and street and utility poles (identify owners). Return one copy of the print to me for updating the reproducible drawing furnished by the Railroad. Your prompt attention to this matter will be appreciated.

JEC:jk
Enc.

cc: H. S. Coulter
E. S. Hunter
R. L. Schroeder
V. D. Wolfe
J. H. Versteeg
J. B. Boyd
J. L. Sollis

RECEIVED
FEB 24 1975
Office of
Assistant State Highway Engineer

8502

13

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368

April 3, 1974

Mr. David J. Astle
Administrator
Railroad Division
502 Winter Street N.E.
Salem, OR 97310

RE: PUX 920
SXF 685

In the matter of the application of City of Springfield for the authority, pursuant to ORS Chapter 763.030, to alter a grade crossing of South 2nd Street and Southern Pacific Transportation Company, Cascade Mainline (Eugene-Springfield Section), in Springfield, Lane County, Oregon.

Dear Mr. Astle

The State of Oregon, by and through its Department of Transportation Highway Division, has no objection to the issuance of an order in accordance with the application filed in the above-entitled matter. The city street is not under the jurisdiction of the Highway Commission.

Subsequent advice on the further proceedings relative to this matter will be appreciated.

Very truly yours

LEE JOHNSON
Attorney General
ORIGINAL SIGNED BY
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

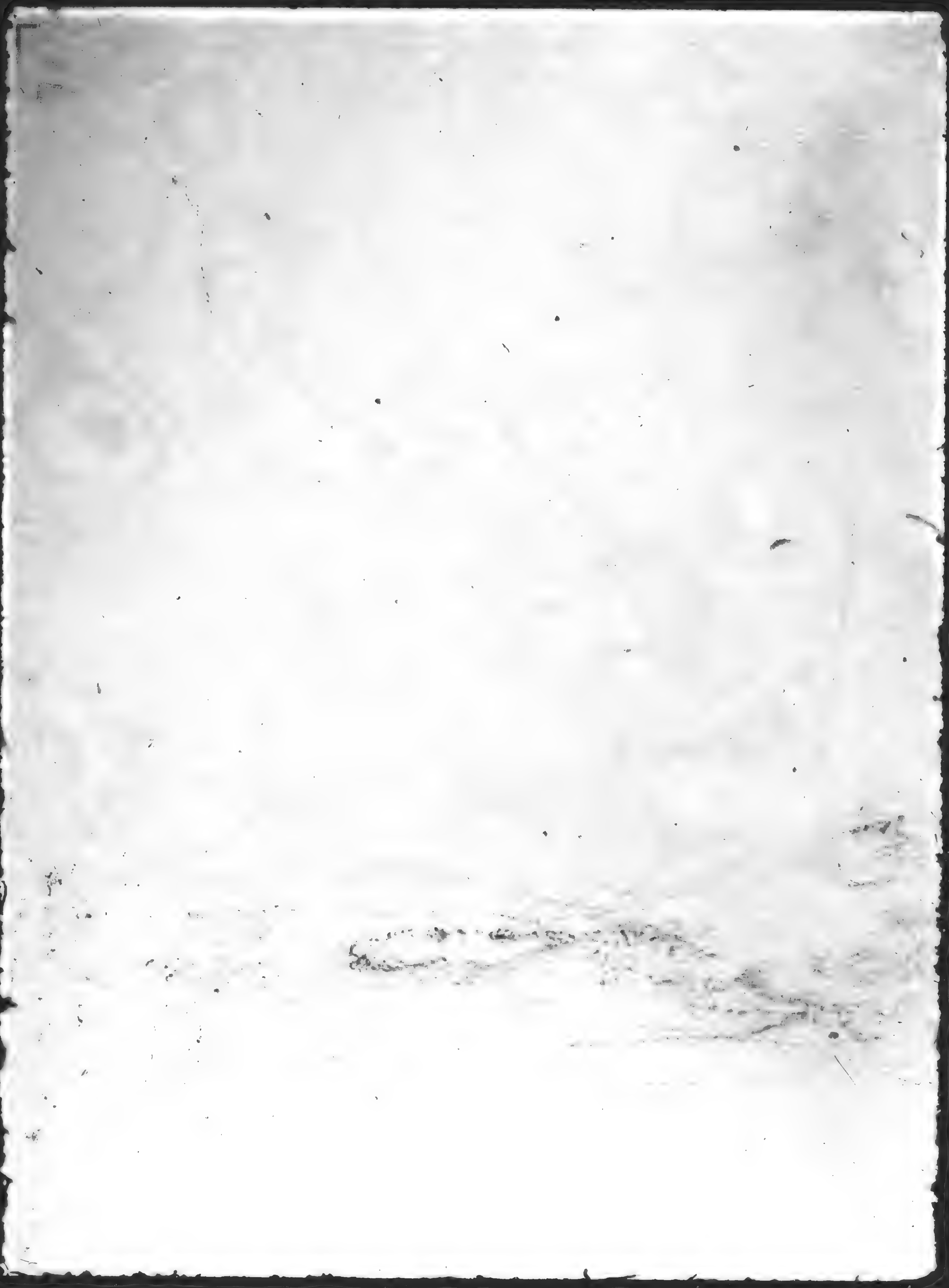
NOTED
H.S. COULTER

JLS:clh
cc: F. B. Klaboe
C. T. Keasey
James E. Chidsey
A. Shirley
Southern Pacific Transportation Company
City of Springfield

RECEIVED
STATE HWY ENGR
APR 3 '74
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File



8503 Snake River (Ontario) Brs. 1977
on the Old Ore. Trail in Ontario
(Deck repair)

C + A 6.34 3-29-77

#9503

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 620

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

STATE COPY

U.S. D[illegible]RTMENT OF TRANSPORTATION
FED[illegible]L HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

10-10-78

REGION NO. 10	REPORT NO. 4	COUNTY Malheur	DIVISION Oregon
DATE OF REPORT 10-10-78	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. I-80N-8(33)376
COMPLETION DATE 9-30-77	ACCEPTANCE DATE BY CONTRACT AGENCY 4-3-78	TIME ELAPSED See Below %	CONTRACT TIME See Below
APPROVED EXTENSIONS None	LOCATION Snake River Crossing I-80N		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SNAKE RIVER (ONTARIO) BRIDGES
OLD OREGON TRAIL
Grade, Pave and Deck Repair

This project provided for the repair of the Snake River (Ontario) Bridge decks using low slump concrete deck surfacing (Iowa method).

This project provided for a specified completion date of October 1, 1977. The work was completed on September 30, 1977.

The final cost of the original contract items was $370,116.50 or a 4.9 percent underrun of the original bid items of $387,890.00. The final project cost including engineering was $433,498.39.

The project signing and striping is complete.

All participating work has been completed.

A final inspection of the project was made October 18, 1977.

2 '78 REFER TO FOR Sign D/R

10-23
cy Keasey

COPY SENT
OCT 20 1978
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B. Carter Original Signed by D. B. Carter Area Engr		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE 10-16-78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8503

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 3, 1978

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker
Treasurer

Re: Contract 8503

Gentlemen:

The balance $10,000.00 deposited in lieu of retainage is being applied to the unallocated account per your letter of April 24, 1978.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

BC: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

8503

2

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 21, 1978

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker
Treasurer

Re: Contract 8503

Gentlemen:

This project has been finalled. The $10,000.00 deposited in lieu of retainage may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8503 9

April 7, 1978

The Aetna Casualty & Surety Co.
Bond Department
200 S.W. Market St., Suite 1500
Portland, OR 97201

Gentlemen:

On April 5, 1978, we wrote to you concerning release of final payment on Contract No. 8503 awarded to Peter Kiewit Sons' Co. for work on the Snake River (Ontario) Bridges Section of the Old Oregon Trail in Malheur County.

The total contract amount is $380,800.30 including $3,457.74 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, WA 98663

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

1503

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL ND/OR AUTHORIZATION

3-8-78

FEDERAL AID PROJECT NO. R-I-80N-8(33)376

STA ROJECT NO. See below

COUNTY NAME Malheur,OR & Payette, ID

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. OR 70007/ID 70295

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	**DATE AUTHORIZATION EFFECTIVE**	**FEDERAL ROUTE NUMBER**	**STATE ROUTE NUMBER**
3-2-77	12-22-77	Interstate 80N	Primary 6

GENERAL LOCATION:

"Snake River (Ontario) Bridge Section (Oregon & Idaho)"

GENERAL DESCRIPTION OF WORK:

Install 8" culvert on slope to prevent erosion at Sta. 17+50 on the Idaho side.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND~~/OR FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 12-22-77 as requested in Mr. Keasey's letter of 2-28-77 and based on the data submitted,you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 6 at a total estimated cost not to exceed $370.00 Federal Funds $340.00.

NOTED
F. B. KLABOE

DATE	**SIGNATURE OF APPROVING OFFICIAL**	**TITLE**
3-8-78	G.K.	For Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8503 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

8

LETTER OF APPROVAL D/OR AUTHORIZATION

3-8-78

FEDERAL AID PROJECT NO
IR-I-80N-8(33)376

STA ROJECT NO.
See below

COUNTY NAME
Malheur Ore.-Payette Idaho

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
OR-70007-ID-70295

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER Interstate 80 N
3-2-77	11-30-77	STATE ROUTE NUMBER Primary 6

GENERAL LOCATION:
Snake River (Ontario) Bridge Section (Oregon & Idaho)

GENERAL DESCRIPTION OF WORK:
Seeding and mulching disturbed areas throughout the project.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCFED ON AXXXXXX XXXXXXXXR FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 11-30-77 as requested in Mr. Keasey's letter of 3-1-78 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 5 at a total estimated cost not to exceed $1500.00 Federal funds $1380.00.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-8-78	G.K. Hossner	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8503

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 24, 1978

Peter Kiewit Sons' ~~Co.~~
1000 Kiewit ~~Plaza~~
~~Omaha,~~ NE 68131

Attention: Donald E. Baker
Treasurer

Re: Contract 8503

In accordance with your letter of Jan. 16th the $15,000.00 released on this project is being applied to your unallocated account.

Re: Contract 8648

In accordance with your letter of Jan. 16th, $100,000.00 is being applied to this contract from the unallocated account.

The new balance in the unallocated account is $915,000.00

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

bc: **C.W. Head**
R. Church
C.W. Barrett, Jr. (Att.)

8503

9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Snake River (Ontario)Brdgs

WEEK ENDING: January 21, 1978

SECTION PREFIX: 623-1050

HIGHWAY: Old Oregon Trail

COUNTY: Malheur

NAME OF JOB: Snake River (Ontario) Bridges

KIND OF WORK: Grading, Paving and Deck Repair

CONTRACTOR: Peter Kiewit Son's Co.

CONTRACT NUMBER: 8503

FEDERAL AID PROJECT NUMBER: IR-180N-8(33)376

DATE OF CONTRACT: March 29, 1977

DATE WORK STARTED: April 27, 1977

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

PROJECT AUTHORIZATION $ 451,094.40

SPECIFIED COMPLETION DATE: October 1, 1977

PERCENT OF TIME ELAPSED: 100

EXCLUSIVE OF ENGINEERING: $ 415,324.80

ENGINEERING AUTHORIZATION $ 35,769.90

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

Cost this week 815.93

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 394,626.80

ENGINEERING COST TO DATE $ 35,098.93

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN ______%

PERCENT OF AUTHORIZATION 98 %

DATE PROJECT WAS COMPLETED: September 30, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.38	0.38			0.38
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.38	0.38			0.38
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,600 cy	940 ton			620 ton
TOTAL QUANTITIES CORRECTED TO DATE	7,219 cy	1,433 ton			527 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	7,219 cy	1,433 ton			527 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	8107A EB	8107A WB						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 15	Rain			
MONDAY 16	Rain			
TUESDAY 17	Overcast			
WEDNESDAY 18	Overcast			
THURSDAY 19	Rain			
FRIDAY 20	Overcast			
SATURDAY 21				

Routing
Keasey K
Bond
Jackmond
Hopkins
Johnsen
Inloes
RECEIVED
JAN 23 1978
CONSTRUCTION SECTION
Richards
Gl[illegible]in
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 15	No activity all week
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final being submitted to Region office today.

SIGNED P.F. Burnett, Res. Engr. LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8503 8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
HIGHWAY BUILDING, SALEM, OREGON 97310

Commander
13th Coast Guard District
Aids to Navigation Branch
Federal Building
915 Second Avenue
Seattle, WA 98174

October 3, 1977

Snake River Bridge at Ontario, Oregon
River Mile 373.0
Old Oregon Trail Highway
Bridge 8107A, Malheur County
Routine Maintenance - Deck Repair

As requested in your letter of November 29, 1976, this is to advise you that the repair of the deck on the subject structure was completed on September 23, 1977. The falsework has been removed and the navigation clearances returned to normal.

Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
WALTER J. HART

R. W. Ellison
Administration Engineer
Structural Design Section

RWE:dh

cc E. S. Hunter
W. E. Schwartz
R. L. Schroeder

RECEIVED
TECHNICAL SERVICES
OCT 3 '77
REFER TO
FOR
Info | Inves | R/W | Dsk | Plan | Act | File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8503 9

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
SEP 19 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign. | Act | File

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

September 16, 1977

Peter Kiewit Sons Co.
P. O. Box 553
Ontario, OR 97914

Attn: Ron Tompkins
Project EEO Officer

Re: Snake River (Ontario) Bridges
FAP No. IR-I-80N-8(33)376
Contract No. 8503
Show Cause Rescission

Gentlemen:

On August 29, 1977, you received a 30-day show cause notice from this office for failing to implement the required contract requirements pertaining to equal employment opportunity.

Your corrective action plan, discussed and submitted at the compliance conference held on September 13, 1977, has been reviewed and determined to be acceptable. Your implementation of your corrective action plan shows that you are now taking the required affirmative action and can be considered in compliance with Executive Order 11246, as amended. If it should later be determined that your corrective action plan is not sufficient to achieve compliance, this rescission shall not preclude a subsequent finding of noncompliance.

In view of the above, this letter is to inform you that the 30-day show cause notice of August 26, 1977, is hereby rescinded. You are further advised that if it is found that you have failed to comply with the provisions of your corrective action plan, formal sanction proceedings will be instituted immediately.

Very truly yours,

C. T. Keasey
Construction Engineer

By

J. L. Widmer
Assistant EEO Officer

NOTED
H.S. COULTER

JLW:mk

cc: Peter Kiewit Sons Co.
P. O. Box 1635
Walla Walla, WA 99362

Peter Kiewit Sons Co.
P. O. Box 1777
Vancouver, WA 98663
Attn: Paul Jaeger, Dist. EEO & Safety Officer

bc: G. L. Green
Jack Sollis
H. S. Coulter
W. E. Schwartz
P. F. Burnett
Jim Butler
Ron Anderson

8503

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
AUG 29 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

CERTIFIED MAIL

August 26, 1977

Peter Kiewit Sons' Co.
P. O. Box 553
Ontario, OR 97914

Re: Snake River (Ontario) Bridges
FAP No. IR-I-80N-8(33)376
Contract No. 8503
Show Cause Notice

Attn: Ron Tomkins
Project EEO Officer

NOTED
H.S. COULTER

Gentlemen:

This is to notify you that as a result of the review on the above project conducted by the Oregon State Highway Division on August 16, 1977, you have been found to be in non-compliance with the contract EEO provisions in the following areas:

1. Failure to take affirmative action to increase employment of minorities and women on project workforce.
2. Failure to submit required records and reports in a timely manner.

The Department of Labor regulations (41 CFR 60) implementing Executive Order 11246, as amended, are applicable to your Federal-aid highway construction contract and are controlling in this matter (see Required Contract Provisions, Form PR-1273, Clause II). Section 60-1.20(b) of these regulations provides that when equal opportunity deficiencies exist, it is necessary that you make a commitment in writing to correct such deficiencies before you may be found in compliance. The commitment must include the specific action which you propose to take to correct each deficiency and the date of completion of such action. The time period allotted shall be no longer than the minimum period necessary to effect the necessary correction. In accordance with instructions issued by the Office of Federal Contract Compliance Programs (OFCCP), U. S. Department of Labor, your written commitment must also provide for the submission of monthly progress reports which shall include a head count of minority and female representation at each level of each trade and a list of minority employees.

You are specifically advised that making the commitment discussed above will not preclude a further determination of non-compliance upon a finding that the commitment is not sufficient to achieve compliance.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

We will hold a compliance conference at your Vancouver, Washington office on 215 S. V Street at 1:30 pm on September 13, 1977 for you to submit and discuss your written commitment. If your written commitment is acceptable and if the commitment is sufficient to achieve compliance, you will be found in compliance during the effective implementation of that commitment. You are cautioned, however, that our determination is subject to review by the Federal Highway Administration, the Department of Transportation, and OFCCP and may be disapproved if your written commitment is not considered sufficient to achieve compliance.

If you indicate either directly or by inaction that you do not wish to participate in the scheduled conference and do not otherwise show cause within 30 days from receipt of this notice why enforcement proceedings should not be instituted, this agency will commence enforcement proceedings under Executive Order 11246, as amended.

If your written commitment is accepted and it is subsequently found that you have failed to comply with its provisions, you will be advised of this determination and formal sanction proceedings will be instituted immediately.

In the event formal sanction proceedings are instituted and the final determination is that a violation of your equal opportunity contract requirements has taken place, any Federal-aid highway construction contracts or subcontracts which you hold may be canceled, terminated, or suspended, and you may be debarred from further such contracts or subcontracts. Such other sanctions as are authorized by Executive Order 11246, as amended, may also be imposed.

We encourage you to take whatever action is necessary to resolve this matter and are anxious to assist you in achieving compliance. Any questions concerning this notice should be addressed to J. L. Widmer, Equal Employment Opportunity Officer, Oregon State Highway Division, Construction Section, Highway Building, Salem, OR 97310, phone 378-6318.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer
J. L. Widmer
Assistant EEO Officer

cc: Peter Kiewit Sons' Co.
P. O. Box 1635
Walla Walla, WA 99362

Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, WA 98663
Attn: Paul Jaeger

bc: G. L. Green/att.
Jack Sollis
H. S. Coulter ✓
W. E. Schwartz
P. F. Burnett
Jim Butler-
Ron Anderson

8503

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8503
Order No. 4

Section Snake River (Ontario) Bridges
Date June 21 1977
Highway Old Oregon Trail
F.A.P. No. IR-I-80N-8(33)376
County Malheur
Prefix 623-1050
Account No. 240-04

Description of Work To Be Done:

Blade patch bridge approach ramps with asphaltic concrete mixture.

Location by Station Numbers:

EB Sta. 1357+90 to EB Sta. 17+00
WB Sta. 1357+50 to WB Sta. 16+60

Estimate of Quantities and Costs:

Labor = 400.00
Equipment = 200.00
Materials = 1550.00

TOTAL 2150.00

CHANGE ORDER APPROVED EFFEC. 6/27/77

Explanation:

State Forces are better equipped and more skilled at laying and feathering small asphaltic concrete patches. Contractor does not have equipment available or skilled personnel.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $451,094.40
Present estimate of project cost, including $2150.00 for work under this order $451,094.40
Expected under-run over-run (amount) $-0-
Expected under-run over-run (per cent) -0-

Space to right of this line is for use of Salem Office

Submitted by: C D Hiatt
C. D. Hiatt
Resident Engineer

Approval Recommended:
REGIONAL CONSTRUCTION ENGINEER

Approval Recommended:
For Construction Engineer or Bridge Engineer

Approved:
Construction Engineer

#85P3 6-16-77

STATE COPY 8

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (~~E S Hunter~~) Coulter

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Malheur	DIVISION Oregon
DATE OF INSPECTION 6-16-77	INSPECTION MADE BY Dave Carter & Dick Nichols, Area Engineers		PROJECT NO. I-R-I-80N-8(33)376

IN COMPANY WITH

C.D. Hiatt, Resident Engr., OSHD

LOCATION

The project is located on the structures over the Snake River on I-80N at the Idaho-Oregon border.

CONTRACTOR NAME AND ADDRESS

Peter Kiewit Son's Co.

AWARD DATE 3-29-77	CONTRACT AMOUNT 387,890	TIME ALLOWED 10-1-77	TIME STARTED 3-29-77	WORK STARTED 4-27-77
QUALITY OF WORK Sat.	PROGRESS OF WORK Sat.	TIME ELAPSED 40	WORK COMPLETED 25	

REFER TO
JUN 1
STATE HWY ENGR.

REMARKS

SNAKE RIVER (ONTARIO) BRIDGES

Purpose of Project:

The Decks of the existing structures will be rehabilitated by removing the soft and or loose concrete and the expansion joints. Then the deck will be overlayed with an Iowa overlay; the joints will be constructed with steel joints filled with elastomeric compression seals.

Work Completed:

The temporary illumination was completed. The detours constructed and the Type III barricades for stage one construction placed. The Class I preparation of the concrete surface of the eastbound structure was also completed.

Work in Progress:

The contractor was removing the old expansion joints and preparing for the class two preparation of the deck surface (eastbound structure).

Comments:

Both directions of traffic were each using one lane of the westbound structure without any apparent trouble. The signing of the detours, configuration of detours & placing of barriers appeared to conform to plans.

Form FHWA-1446 (12-73) Formerly PR-33 A Previous Editions of PR-33A will Not Be Used.

8503

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 26, 1977

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, NE 68131

Re: Contract 8234

In accordance with your letter of May 19, 1977 the $10,000 Securities released on this project are bing applied to the unallocated account.

Re: Contract 8503

In accordance with your letter of May 17, 1977 $25,000 is being applied to this project in lieu of retainage from the unallocated account.

The balance in the unallocated account is now $964,000.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Executive

JJK:mm

bc: C.W. Head
R. Church
C,W. Barrett, Jr.(Att.)

8503

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-187	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-23-77	State Oregon County Malheur Project No. IR-I-80N-8(33)376

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Snake River (Ontario) Bridge Section (Oregon and Idaho)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-2-77	0.09
OTHER *(Specify)*		

FUNDS Pro Rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 225,547	$ 208,044

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Deputy State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By G L Green
(Division Administrator)
: G. L. Green
Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 11, 1977

Federal Aid Project
No. IR-I-80N-8(33)376

SNAKE RIVER (ONTARIO) BRIDGE
OLD OREGON TRAIL HIGHWAY
MALHEUR COUNTY OREGON
PAYETTE COUNTY IDAHO

Project Agreement Estimate

Type Code X041
Structure Bridge #8107A (Sta. 1359 + 00 to Sta. 1368 + 68.50)

Mobilization	All Required		$ 20,860.00
Temporary Protection and Direction of Traffic	All Required		10,000.00
Temporary Signs	630 Sq.Ft.	5.00	3,150.00
Temporary Barricades	41 Only	60.00	2,460.00
Temporary Continous Rail Traffic Barrier, Reflectorized	200 Lin.Ft.	5.00	1,000.00
Temporary Concrete Barriers	2,225 Lin.Ft.	8.60	19,135.00
Moving Temporary Concrete Barriers	2,075 Lin.Ft.	3.00	6,225.00
Temporary Plastic Safety Markers	38 Only	40.00	1,520.00
Flagmen	240 Hr.	16.00	3,840.00
Temporary Illumination	All Required		25,000.00
General Excavation	3,250 Cu.Yd.	2.00	6,500.00
Embankment in Place	2,350 Cu.Yd.	1.50	3,525.00
1"-0 Aggregate Base	940 Ton	5.00	4,700.00
Class "C" Asphalt Concrete	620 Ton	20.00	12,400.00
Deck Joint Replacement Piers 1 & 8	4 Only	7,000.00	28,000.00
Deck Joint Replacement Piers 2 thru 7	12 Only	9,000.00	108,000.00
Class 1 Preparation	6,175 Sq.Yd.	5.00	30,875.00
Class 2 Preparation	500 Cu.Yd.	35.00	17,500.00

Alternate "B"

Dense Concrete Resurfacing	6,400 Sq.Yd.	13.00	83,200.00
	Alternate "B" Subtotal		$387,890.00

Anticipated Items

Permanent, Stage Construction and Remove (Exit & Temp.) Striping (SF)	All Required	$ 650.00
Temporary Erosion Control (EW)	All Required	100.00

On the Job Trainee (1 at $800)	All Required	800.00
Class 3 Preparation (EW)	All Required	8,000.00
		$ 9,550.00
	Subtotal	$397,440.00
	Engineering (13-1/2%)	53,654.00
	TOTAL	$451,094.00

Length of Project - - - - - - - - - - - - 0.183 Miles

Oregon 50%
Idaho 50%

SUMMARY OF FUNDS; (Oregon 92.24%) (Idaho 92.30%)

Description	Total Cost	Federal Funds	State Funds
Structure (Oregon 50%)	$225,547.00	$208,044.00	$17,503.00
Structure (Idaho 50%)*	211,077.00	194,824.00	16,253.00
*	14,470.00	--	14,470.00
TOTAL	$451,094.00	$402,868.00	$48,226.00

*Note: See Nonparticipating amount on last sheet.

Group 1 - 50%; Group 2 - 50%

Contract No. 8503

Prefix 623-1050

SNAKE RIVER (ONTARIO) BRIDGE

Nonparticipating State Work

(Idaho Share)

Class 2 Preparation (50%)	250 Sq.Yd.	35.00	8,750.00
Class 3 Preparation (EW) (50%)	All Required		4,000.00
	Subtotal		$12,750.00
	Engineering		1,720.00
	TOTAL		$14,470.00

8503 15

March 29, 1977

State of Idaho Transportation Department
P. O. Box 7129
Boise, Idaho 83707

Attention: E. D. Tisdale
State Highway Administrator

MISC. CONTRACTS and
AGREEMENTS No. 6034

Gentlemen:

Attached for your records are two fully executed copies of an agreement covering deck replacement and overlay on the Snake River (Ontario) Bridge Section of the Old Oregon Trail.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

#8503

8

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**	FEDERAL AID PROJECT NO. IR-I-80N-8(33)376 STATE PROJECT NO. See below
FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO. ITEM NO. Ore. 70007 Id. 70295
	COUNTY NAME Malheur-Ore. Payette-Idaho PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 14 '77
REFER TO
Rulien
FOR
Info Inves R/D D/R Sgn Ac File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER Interstate 80N STATE ROUTE NUMBER Primary 6
3-2-77	3-2-77	

GENERAL LOCATION:

"Snake River (Ontario) Bridge Section (Oregon and Idaho)"

GENERAL DESCRIPTION OF WORK:

Bridge deck reconstruction Code X041, miles 0.243.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*)
Perm., stage construction and
remove (existing & temp) striping (S.F.) $650.00
Temp. erosion control (E.W.) $100.
On-the-Job Training $800.
Class 3 Preparation (E.W.) $8,000.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's 2-28-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $562,374 Federal funds $504,235 (Oregon TEC $281,187 FF $259,366; Idaho TEC $265,297 FF $244,869.

A signed title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-2-77	E J Valach	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8503

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
FEB 23 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

February 22, 1977

Mr. B. E. Sessions
Chief of Highway Operations
Idaho Transportation Department
P. O. Box 7129
Boise, ID 83707

Snake River Bridge Deck Repair
Malheur County
Bridge 81C7A

Enclosed are two sets of Sheets 2A and 2A-2, Drawings 31843, 31844, 31814 through 31817. This is a more complete set of drawings to be incorporated with the set of plans sent to you January 21, 1977.

The following is an item-by-item response to the comments concerning temporary traffic control in your letter of February 11, 1977.

1. The white shoulder and lane lines will be obliterated by state forces as required, beginning at the taper sections.

2. A note has been added to Sheet 2A-2 requiring that the lower 6 inches of the temporary concrete median barrier be painted yellow with paint containing reflective beads.

3. We believe that the reverse curve signs are adequate and appropriate for the traffic pattern developed.

4. The spacing of the construction signs in Idaho have been increased from 400 feet to 600 feet on Sheet 2A.

5. "End Construction" signs are shown on Stage I and IV of Sheet 2A with an "All Stages" note.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

6. The "Temporary Continuous Rail Traffic Barrier" on Sheet 2A complies with FHWA Notice N5160-24.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Bridge Design Engineer

Enclosure

cc E. S. Hunter
H. S. Coulter
L. W. Rulien
J. H. Versteeg

RECEIVED
STATE HWY ENGR
FEB 23 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8.5.3 1

STATE OF IDAHO

CECIL D. ANDRUS
GOVERNOR
IDAHO TRANSPORTATION BOARD
CARL C. MOORE - CHAIRMAN
LLOYD F. BARRON - VICE CHAIRMAN
ROY I. STROSCHEIN - MEMBER
DARRELL V. MANNING
DIRECTOR

TRANSPORTATION DEPARTMENT

P.O. BOX 7129 BOISE, IDAHO 83707

February 11, 1977

RECEIVED
STATE HWY ENGR
FEB 15 '77
REFER TO
Ellison
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

2-16-77

Mr. E. S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RE: Snake River Bridge Deck Repair, Malheur County, Bridge 8107A

Dear Mr. Hunter:

Reference is made to your letter of January 24, 1977.

Minor comments related to the deck repair details have been communicated by telephone to your Mr. Ellison, Acting Bridge Engineer.

Concerning the traffic operations through the detours, these comments are offered:

1. The white inside shoulder lines at cross-over openings should be obliterated while detouring traffic.
2. The reflectorized color on the concrete barrier should be specified to be yellow.
3. You may want to consider a W1-6A, Turn Arrow Sign, at the crossovers.
4. We recommend the spacing of the construction signs be increased from 400 feet ± to 600 feet ±, particularly on the Idaho side due to the downhill grade approaching the construction site and the large percentage of trucks.
5. End Construction signs should be added.

6. Does the "Temp. Continuous Rail Traffic Barrier - 75' (Reflectorized)" on sheet 2 A comply with FHWA Notice N 5160-27, February 2, 1977?

Subject to the above comments, we approve of the plans.

Very truly yours,

B. E. Sessions

B. E. SESSIONS, P.E.
Chief of Highway Development

kg

8523 80N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 25, 1977

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Snake River Bridge
Old Oregon Trail Highway
Malheur County

TO: MEMO TO THE FILES

A review of Mr. L. E. George's recommendation that temporary illumination be provided through the detour sections and across the bridges has been made and we as well as Construction and Region concur.

We have advised the Bridge Section to proceed with the design of temporary illumination for the project. The temporary illumination is estimated to cost $20,000.

DOC:az

cc: C. T. Keasey
W. E. Schwartz
R. W. Ellison
A. Brummitt
W. G. Beard
L. K. Watson

1 Versteeg ✓
2 Olson
Scott
3 Swenson AWB
Savage

RECEIVED
JAN 26 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, OR 97310
January 20, 1977

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Preliminary Plans
Snake River Bridge
Old Oregon Trail Highway
I-80N
Malheur County

As requested, we have reviewed the preliminary plans for the temporary protection and direction of traffic at the Snake River Bridge on I-80N.

We were somewhat concerned about whether there may be a problem with over width vehicles such as 14 foot mobile homes overhanging the modified median barrier on the structures.

Bob Hamilton was contacted and indicated that the 1'8½" median barrier height would be acceptable and, generally, should not create problems for extra wide loads.

There are, however, two items which you may want to consider that are not shown on the plans. If practical, it would be very desirable to provide for temporary illumination through the detour sections including on the bridges. We have received complaints in the past that the GM type rail is sometimes difficult to see and with the lower height of the barriers being used, it appears that temporary illumination would be beneficial.

The other item may involve some difficulties in the installation due to the fact that traffic may have to be stopped in one direction. However, we feel that it would be desirable to provide a temporary edge line on the left hand side of the travel lanes through the section where the modified median barrier is used, if practical. This line would be to encourage traffic to keep to the right and should be installed one foot from the base of the median barrier, thereby providing a travel lane approximately 11 feet in width.

If you have questions or wish to discuss these matters with us, please let me know.

L E George

L. E. George
Traffic Engineer

DKH:rah

cc: C. T. Keasey W. E. Schwartz
R. W. Ellison R. Hamilton

REFERRED TO
2 Beard 10/6/B Reed
Cole Sample
Erikson 1 Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
Olson
2 Ch[illegible] DOC
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Swenson
Savage
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RECEIVED
JAN 21 1977
ROAD
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Bring Up
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8503 8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 12, 1977

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker
Treasurer

Re: Contract 8503

Gentlemen:

Retainage requirements on this project have been reduced to $10,000.00. You presently have $25,000 deposited in lieu of retainage. $15,000.00 may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

8503

December 10, 1976

Mr. E. Dean Tisdale
State Highway Administrator
Idaho Transportation Department
P. O. Box 7129
Boise, Idaho 83707

Dear Mr. Tisdale:

Snake River Bridge, Bridge No. 8107A
N. Ontario Interchange-Idaho State Line Section
Old Oregon Trail Highway, Malheur County

Our current "Schedule of Contract Lettings" lists the deck repair work for the Snake River Bridges for a March 24, 1977 receipt of bids date. This is the repair work discussed in our January 29, 1975 letter.

We have Federal Highway Administration approval for this project using Federal-aid Interstate Funds. This approval includes both the eastbound and westbound structures. The current estimated cost is $544,000. Attached is the eastbound deck evaluation information.

Although your June 17, 1975 letter indicated a tentative schedule date of Fiscal Year 1979, is the March 24, 1977 bid date acceptable to you? If not, what is the earliest acceptable date?

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachment

bc H. S. Coulter
Bridge Design
L. W. Rulien
J. H. Versteeg

JEB:dh ja

SUMMATION OF BRIDGE DECK EVALUATION

EASTBOUND - SNAKE RIVER BRIDGE (8107A)

There is considerable chloride ion contamination near the top surface of the deck.

At this time, the deck surface deterioration is largely due to traffic abrasion; surface spalling is minimal. Half-cell potential tests of the top reinforcing mat indicates very little active corrosion. This deck would be classified as Category 1 (Light to No Active Corrosion). However, the considerable amount of chloride contamination near the top surface of the deck warrants removal of the top 1/2 inch of existing surface and protection by a structural overlay.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

December 2, 1976
Salem, Oregon

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. W. E. Schwartz
Regional Engineer

SUBJECT:

Snake River Bridge, Bridge 8107A
Old Oregon Trail Highway
Deck Repair
Coast Guard Permit

NOTED
E. S. HUNTER

The Coast Guard letter of November 29, 1976 (copy attached), indicates that the deck replacement work for the subject structure can proceed without further Coast Guard approval. This is providing the falsework limits described in my letter of November 22 (copy attached) are not exceeded. The required flagging of the falsework should be as described in the Coast Guard letter.

Please tell this office when the work is completed and the falsework removed in order that we may forward the information to the Coast Guard.

RWE:dh
Enclosures

cc E. S. Hunter /w/ encl.
D. H. Moehring /w/ encl.

RECEIVED
STATE HWY ENGR
DEC 2 '76
REFER TO
FOR

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442-5864

16590
Serial 663
29 November 1976

Oregon State Highway Division
Attention: Mr. R. W. Ellison
Bridge Administration Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

Your letter of 22 November 1976 concerning repairs to your bridge across the Snake River at Mile 373.0 Ontario, Oregon has been received.

The work you describe is replacement in kind, therefore, no permit is required for repair of the deck structure. Although the falsework you propose, as required to accomplish the work, will reduce the navigation clearances very little for that reach of the river, it does require marking. With only limited navigation, your display of fluorescent red flagging along the lower edge of the falsework as it extends into the navigation channels is required. Please advise when the falsework is removed and the work completed.

Your cooperation is appreciated.

Sincerely,

R. C. Walton
R. C. WALTON
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

RECEIVED
DEC 1 1976
[illegible]

NOTED
R. W. ELLISON

NOTED
E. S. HUNTER

November 22, 1976

RECEIVED
STATE HWY ENGR
NOV 22 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, WA 98174

Dear Sir:

Snake River Bridge at Ontario, Oregon
River Mile 373.0
Old Oregon Trail Highway
Malheur County Bridge 8107A
Routine Maintenance - Deck Repair

A permit dated February 12, 1958, as issued by the Department of the Army, authorized construction of the subject structure.

The deck of the structure is in need of repair and it is our intention to let a contract in the spring of 1977 for that repair. This work involves installation of a deck overlay and repair of the deck joints. The joints are located immediately over the bridge piers and their repair will require staging extending 10 feet on either side of the piers. This will decrease the vertical clearance below the steel spans by a maximum of five feet for a distance of 10 feet on each side of each pier. The impairment will be marked as directed by the Coast Guard.

It is our understanding that this routine maintenance work can be done under the existing bridge permit and that application for an additional permit is not required.

Very truly yours,

Walter J. Hart
Bridge Engineer

R. W. Ellison
Bridge Administration Engineer

JEB:dh

cc E. S. Hunter
D. H. Moehring
W. E. Schwartz

85-3

Form FHWA 121 (Rev. 5-73)

/

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 13, 1976

In reply refer to: 1041BR

SUBJECT: Oregon Project I-80N-8(-)376
Snake River Bridge
Deck Stage Construction

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer

We have reviewed Mr. Hart's submittal on the above project dated July 28 and feel the "Field Condition Survey" documents the deck condition sufficiently. Appreciating the fact that there are a few areas where chlorides are excessive it appears reasonable to strip the deck of this contaminated concrete and proceed with a dense concrete overlay. Class 2 preparation areas are classified as "reconstruction" (FHPM 6-7-2-7, page 2) and appropriate funds (Federal-aid, Primary or other) should be allocated for this work. The Class 1 preparation, the concrete overlay, and the expansion joints are eligible as a stage construction of the Interstate and appropriate for your normal Interstate funding.

Please note we recognize two types of alternate protective concrete overlays: (1) low water - cement ratio, dense concrete (Iowa System) and, (2) polymer modified concrete (DOW SM100 Modified A).

✓ We recommend that you take alternate bids for each system and select the least expensive.

For
G. L. Green

NOTED
E. S. HUNTER

cc Hart
8-17-76

RECEIVED
STATE HWY ENGR
AUG 16 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

BR 8107A

July 28, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Deck Reconstruction
Snake River (Ontario) Bridge, No. 8107A
N. Ontario Intch.-Idaho State Line Sec.
Old Oregon Trail Highway, Malheur County
Ore.Proj. I-80N-8(-)376

In January 1975, we received preliminary approval to reconstruct the concrete decks of the twin Snake River (Ontario) Bridges with a bonded concrete overlay specifying the option to use low water-cement ratio, dense concrete (the Iowa System) or polymer modified concrete (the Dow Paving System). Because of recent field experience, we now request that the Dow System be eliminated from consideration.

The following field data is enclosed for your consideration in making a final decision on the merits of this project.

1. Set of "As Constructed" prints for the structures.
2. Photograph report submitted by the resident engineer and dated November 21, 1973.
3. Field report from Region 5 dated May 24, 1974, including photographs, chain drag results, Swiss Hammer readings and deck core locations.
4. Laboratory report on chloride ion concentration of deck cores dated September 11, 1974.
5. Laboratory memorandum on reinforcement corrosion readings for eastbound structure, dated April 3, 1975.

6. Letter from Region 5 dated April 15, 1976, with comments on and photographs of armored joint failures.

Each structure has about 29,100 sq. ft. of deck area and a design deck thickness of six inches. The existing decks have structurally related cracks. This cracking is not serious at present, but it is on the increase. The 1975 laboratory test results show both structures have considerable chloride ion contamination near the top surface of the deck with the westbound structure having the higher concentration.

Field investigations made in 1974 found about 10 percent of the westbound structure deck area to have deteriorating concrete much of which is unsound to a depth of one-half inch or less. There are small, isolated areas of deeper spalls with exposed, rusting steel reinforcement and worn areas where bar clearance has been reduced. Recent comments from the field indicate "the spalling and delamination in the westbound structure is becoming more evident". The deck condition of the westbound structure would fall in the upper range of Category 2 (Moderate Active Corrosion).

At this time, the deck surface deterioration on the eastbound structure is largely due to traffic abrasion; surface spalling is minimal. Half-cell potential tests of the top reinforcing mat of the eastbound deck indicates very little active corrosion. This deck would be classified as Category 1 (Light to No Active Corrosion).

We propose to remove the top one-half inch of the existing deck surfaces of both structures. Deeply spalled areas will require more extensive removal. The prepared surfaces shall then be overlayed with a minimum 1 3/4 inches of dense concrete so that the new deck thickness will be 7 1/4 inches with approximately 2 3/4 inches cover over existing top deck bars. Removal of the thin layer of existing surface concrete will eliminate the highest chloride ion concentrations. With an acceptable increase in dead load, the overlay will act as a barrier to further salt contamination and provide additional reinforcement protection as well as a durable riding surface.

Each structure has eight transverse deck joints with armored corners. Inspection reports received in April show that the anchorage of some steel angles have completely failed and others are loose. We propose to replace the existing armored corners with new corners in conjunction with the concrete overlay.

We intend to divert all traffic to one structure while repairing the deck of the other.

The total estimated cost of the deck reconstruction, which includes traffic control, concrete removal, concrete overlay and deck joint repair for both structures, is $544,000. A copy of the estimate is enclosed.

Very truly yours,

WALTER J HART
Walter J. Hart
Bridge Engineer

KA:dh
Enclosures

cc E. S. Hunter
L. W. Rulien
V. E. Skoog
W. E. Schwartz

RECEIVED
STATE HWY ENGR
JUL 29 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8503 80N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
May 10, 1976

FROM: Dale D. Allen
Regional Construction Engineer

Dale Allen

TO: Duane O. Christensen
Final Design Engineer

SALEM

SUBJECT: Preliminary Plan Review
Snake River Bridge

We are returning one set of above plans with our comments shown in red. Also, some of our comments were recently given to Mr. Oakley and your people last week at a meeting in Salem. The main items noted are:

1. Use of existing bridge as work area. Region recommends contractor not be allowed to interrupt 2-way traffic except to allow lane closure between 11:00 p.m. and 6:00 a.m.
2. Use concrete median divider for Stage II closure.
3. Riprap detail will be difficult to accomplish without undermining existing footings - consider eliminating or extending around both old and new footings.
4. Seems to be confusion on centerline stationing and alignment.
5. Will bridge receive membrane?
6. What size of riprap? Plans show two sizes.

Please forward appropriate information to Bridge Design. Since some items mentioned overlapped, we are sending all comments and plans through your office.

DDA:je

cc: Phil Oakley
C. D. Hiatt

1 Versteeg ✓
Olson
2 Christensen Don
Scott
Swenson
Savage
Trout

RECEIVED
MAY 12 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

REFERRED TO

Beard Reed
Cole Sample
Eriksen ✓ Watson LW
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Bridge plans to bridge,
grading plans retained by designer
L.W.

8503

8

PRO 4-3

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE ~~February 26, 1975~~
3-3-75

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Snake River Bridge
Old Oregon Trail Highway
Malheur County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 14 : C. K. Ansell

APPROVED
E S Hunter
E. S. Hunter
Date 3-3-75

RECEIVED
MAR 3 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3-4-75
ORIGINAL TO
L. W. Rulien
w/att.

8503

9

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 20, 1975

In reply refer to: 1041DA.A

SUBJECT: Oregon Project I-80N-8(-)377
Snake River Bridge
Old Oregon Trail Highway
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

The subject project assessment submitted with Mr. Rulien's January 27, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

G. L. Green

Attachment
Project Assessment

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENG
FEB 24 '75
REFER TO
FOR
Info ✓

Orig-

OTED
A. E. JOHNS

8503

2

Robert W. Straub
XXXXXXXXXXX

January 29, 1975

Mr. E. Dean Tisdale
State Highway Administrator
Division of Highways
P. O. Box 7129
Boise, Idaho 83707

Dear Mr. Tisdale:

Snake River Bridge Repairs
I-80N, Old Oregon Trail Highway
Oregon-Idaho State Line
Your File Bridge 8107

Your letter of November 7, 1974 confirmed the surface deterioration of the westbound Snake River Bridge at Ontario. At your suggestion we investigated the Dow and Iowa overlay systems. Either of these two systems is considered an acceptable overlay.

We would propose to contract the deck repair and overlay work specifying both systems with a choice of system to be at the contractor's option. The cost of deck repairs plus overlay using either system is $400,000. This cost includes traffic control, spot deck and expansion joint repairs plus the overlay over both the east and westbound structures.

This proposed project has been discussed with the Federal Highway Administration and we have their preliminary concurrence in a contract using either the Dow or Iowa System. Prior to actual contracting of the work we will make a further evaluation of the need for an overlay on the eastbound structure.

We appreciate the problem of funding. For planning purposes we would like some indication of a projected future date when you believe Idaho will have funds available for this work.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

WJH:dh js
bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
W. E. Schwartz
L. W. Rulien
V. E. Skoog
Glen L. Green

File: [illegible]

STATE OF IDAHO

CECIL D. ANDRUS
GOVERNOR

IDAHO TRANSPORTATION BOARD

CARL C. MOORE - CHAIRMAN
LLOYD F. BARRON - VICE CHAIRMAN
ROY I. STROSCHEIN - MEMBER

DARRELL V. MANNING
DIRECTOR

DIVISION OF HIGHWAYS
V. N. RICHARDSON, P. E., ADMINISTRATOR

TRANSPORTATION DEPARTMENT

P.O. BOX 7129
BOISE, IDAHO 83707

November 7, 1974

File Br-8107
I-80N Snake River Bridge
Oregon - Idaho State Line

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Hunter:

Inspection of the Snake River Bridge near Ontario confirmed your findings as to the deteriorated deck surface, rusting and exposed reinforcing steel, as well as considerable delaminated concrete on the westbound deck. It appears the need for repairing the deck to extend its usable life is desirable.

We have no serious objection to your proposal on repair, however, we have serious reservations on the extended life and maintenance problems associated with membranes with plantmix overlays.

It is understood the "Iowa Method" of low-slump high strength concrete is to be used for patching concrete after the unstable material has been removed. Have you considered removing approximately 1/4 to 1/2 inch of all the deck surface with a Tennant machine or air operated impact hammers and placing the "Iowa Method" concrete in the patches. A 1/2 to 1-1/2 inch concrete overlay in addition to the patches would be advisable in view of the exposed reinforcing steel on one span. Part of the deck concrete removal would remove the highest chloride concentration and provide a fresh, rough surface for bonding the new concrete overlay to the existing deck. The additional high strength concrete thickness would provide much needed cover over the reinforcing steel and serve as a waterproof membrane. Iowa has used 1-inch concrete overlays for chloride resistance membranes, and I understand the FHWA concurs in this procedure. A 1-1/2 inch overlay of Dow Latex Modified Concrete also appears to serve very well.

RECEIVED
NOV 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. E. S. Hunter
November 7, 1974
Page Two

Your proposal to secure FAI funds is acceptable, however, this Department has no obligational authority at this time, and until new funds are available, we would be unable to participate on the 50/50 basis. Should the State of Oregon have surplus obligational authority, we would be pleased to participate in the matching ratio. If not, it is suggested the work be postponed until additional funds are made available to the State of Idaho.

I appreciate your cooperation and am looking forward to your response to our questions. Perhaps the funding situation will change in the near future, and we can be more receptive to a quick repair project.

Very truly yours,

Vic

V. N. RICHARDSON, P.E.
State Highway Administrator

8503

9

FILE: Br. 8107

November 13, 1974

Mr. Victor N. Richardson, P.E.
Administrator
Idaho Transportation Department
P. O. Box 7129
Boise, Idaho 83707

Dear Vic:

I-80N Snake River Bridge
Oregon - Idaho State Line

I agree with your suggestion that we should investigate the "Iowa Method" of using low-slump high strength concrete for repair of the I-80N Snake River Bridge deck.

I have asked our Bridge Engineer to work up an estimate of cost following the suggestions contained in your letter and when complete I will send it to you for review.

Obligation authority is also a problem in Oregon and we will delay the project as you suggest. I hope your obligation release for 1976 will allow the necessary repairs.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:js

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
W. J. Hart

85.03 9

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
STATE HWY ENGR
NOV 12 '74
REFER TO
Hunter
FOR

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 8, 1974

In reply refer to: 1041BR.1

SUBJECT: Oregon Project I-80N-8(-)376
Snake River Bridge
Deck Repair

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hunter's October 28, 1974 letter reports that a condition survey of the westbound Snake River Bridge shows a high chloride ion content and that some laminations and cracking of the concrete deck are evident. We assume that eventually this problem will also occur on the eastbound structure and that your survey is intended to support the additional stage construction on both bridges.

You propose to replace damaged deck areas with high quality concrete, repair damaged joints and dams and add seals, and cover both bridge decks with a membrane waterproofing system and wearing surface.

Technical reports on steel corrosion indicate that chloride ion contents of less than 0.5 pounds per cubic yard are considered safe while contents over 2.0 pounds will cause corrosion. You have reached these higher levels in areas of the westbound structure. It has been our assumption that the salt is tracked onto the westbound bridge by traffic from Idaho, where salting is common place. With the concentrations found it may be that the salt spreader trucks cross the bridges and may drop some salt on the way. With the high salt concentrations found we wonder if you plan to do some selective scarifying of the worst areas to remove the top one-half inch of bad concrete.

The work requested is eligible for Federal funding according to IM 21-6-72 dated December 1, 1972. We will approve the project.

NOTED
E. S. HUNTER

CC Hart
[illegible]
Schwartz
11-14-74

For G. L. Green

RECEIVED
NOV 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc:
OSHD (W. Hart)

8503

8

STATE OF IDAHO

CECIL D. ANDRUS
GOVERNOR
IDAHO TRANSPORTATION BOARD
CARL C. MOORE - CHAIRMAN
LLOYD F. BARRON - VICE CHAIRMAN
ROY I. STROSCHEIN - MEMBER
DARRELL V MANNING
DIRECTOR

DIVISION OF HIGHWAYS
V. N. RICHARDSON, P. E., ADMINISTRATOR

TRANSPORTATION DEPARTMENT

P.O. BOX 7129
BOISE, IDAHO 83707

November 7, 1974

File Br-8107
I-80N Snake River Bridge
Oregon - Idaho State Line

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Hunter:

Inspection of the Snake River Bridge near Ontario confirmed your findings as to the deteriorated deck surface, rusting and exposed reinforcing steel, as well as considerable delaminated concrete on the westbound deck. It appears the need for repairing the deck to extend its usable life is desirable.

We have no serious objection to your proposal on repair, however, we have serious reservations on the extended life and maintenance problems associated with membranes with plantmix overlays.

It is understood the "Iowa Method" of low-slump high strength concrete is to be used for patching concrete after the unstable material has been removed. Have you considered removing approximately 1/4 to 1/2 inch of all the deck surface with a Tennant machine or air operated impact hammers and placing the "Iowa Method" concrete in the patches. A 1/2 to 1-1/2 inch concrete overlay in addition to the patches would be advisable in view of the exposed reinforcing steel on one span. Part of the deck concrete removal would remove the highest chloride concentration and provide a fresh, rough surface for bonding the new concrete overlay to the existing deck. The additional high strength concrete thickness would provide much needed cover over the reinforcing steel and serve as a waterproof membrane. Iowa has used 1-inch concrete overlays for chloride resistance membranes, and I understand the FHWA concurs in this procedure. A 1-1/2 inch overlay of Dow Latex Modified Concrete also appears to serve very well.

RECEIVED
NOV 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Your proposal to secure FAI funds is acceptable, however, this Department has no obligational authority at this time, and until new funds are available, we would be unable to participate on the 50/50 basis. Should the State of Oregon have surplus obligational authority, we would be pleased to participate in the matching ratio. If not, it is suggested the work be postponed until additional funds are made available to the State of Idaho.

I appreciate your cooperation and am looking forward to your response to our questions. Perhaps the funding situation will change in the near future, and we can be more receptive to a quick repair project.

Very truly yours,

V. N. RICHARDSON, P.E.
State Highway Administrator

8503

2

FILE: Br. 8107

October 28, 1974

Mr. Victor N. Richardson, P.E.
State Highway Engineer
Chief Administrative Officer
P. O. Box 7129
Boise, Idaho 83707

Dear Mr. Richardson:

Snake River Bridge
North Ontario Interchange-Idaho
State Line
Old Oregon Trail Highway
Malheur County

Inspection of the existing deck on the Snake River Bridges revealed a substantial amount of unstable concrete in the westbound structure. The apparent hollow spots are quite shallow, approximately one-half inch, so that repair can be accomplished reasonably.

Chloride ion concentration in the upper surfaces of the deck are upwards of 3.0 lbs./yd^3. Some corrosion of the rebar was found (see attached lab reports).

Deck repair is proposed to be accomplished by the method described in the attached article "Bonded Concrete Cures Ailing Bridge Decks". Membrane waterproofing is proposed with the 3/4" Class "D" mix protection and topped with a 3/4" Class "E" seal.

All the armored corners are loose and need to be repaired. It is proposed to drill holes in the angles and pump in epoxy grout behind them. Paving dams with seals will be added at the joints.

The estimated costs of the proposed work for both structures are as follows:

Deck Repair	$ 13,000.00
Membrane Waterproofing and 3/4" Class D Mix 3/4" Class "E" Seal	72,000.00
Repair Armored Corners	15,000.00
Add paving dams and seal	16,000.00
	$116,000.00
20 percent E & C	23,000.00
	$139,000.00

This is a request for your approval and agreement to share in the cost under a FAI project on a 50-50 basis with the State of Oregon.

If you concur in this request we would propose to contract the work in about March 1975.

A letter to Federal Highway Administration requesting this work as an FAI project is being sent concurrently.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

JEB:ag js

bc: F. B. Klaboe
A. E. Johnson
Walt Hart
Glen L. Green

8503

8

October 28, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Snake River Bridge
North Ontario Interchange-Idaho
State Line
Old Oregon Trail Highway
Malheur County

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Deck Repair	$ 13,000.00
Membrane Waterproofing and 3/4" Class D Mix 3/4" Class E Seal	72,000.00
Repair Armored Corners	15,000.00
Add paving dams and seal	16,000.00
	$116,000.00
20 percent E & C	23,000.00
	$139,000.00

This is being submitted as a proposal for your approval.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

JEB:ag js

bc: F. B. Klaboe
A. E. Johnson
Walt Hart

8504 St. Paul-Woodburn Sec. of 1977
Hillsboro-Silverton Hwy.
(Grading & paving)

U.S. GOVERNMENT PRINTING OFFICE: 1974

*8504

8

cc:* State (H. S. Coulter)

STATE COPY

U.S. DE RTMENT OF TRANSPORTATION
FED L HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 6-11-79	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. F-75(1)
COMPLETION DATE 10-29-77	ACCEPTANCE DATE BY CONTRACT AGENCY 3-21-78	TIME ELAPSED 105 %	CONTRACT TIME 165
APPROVED EXTENSIONS 8.5 CWD	LOCATION State Roads 219 and 214 -- Yamhill County line to West City Limits of Woodburn, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HILLSBORO-SILVERTON HWY.
YAMHILL COUNTY LINE-WOODBURN SECTION
Grading & Paving

This project provided for the widening and overlaying of 12.97 miles of 2-lane roadway with recycled asphalt concrete.

The final project cost was $1,443,656.70 which was 12% greater than the original estimate of $1,289,098.00. This increase cost resulted when the project was extended 4.79 miles to utilize approximately 8,000 tons of recyclable material remaining upon completion of the work under the original contract.

A final inspection of the completed project was made on November 2, 1977.

All appropriate documents have been received and the project is considered acceptable.

RECEIVED
STATE HWY ENGR
JUN 14 '79
REFER TO
Keasey
FOR
Info | Invys | R/D | D/R | Sign | Act | File

6-14
cy to

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. Kappus Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 6-12-79	TITLE Field Operations Engineer	DATE 6-13-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

State

FORM APPROVED
OMB NO. 04-R2274

RCS HNG-30-02

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(FHPM Vol. 6; CH. 4; Sec. 1; Sub. 9)

ALL *To be completed by Washington Headquarters Personnel*

2 4 5 8 9 12 13 15
16 18 19 22 23 24 25 27 28 30 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

CARD A

STATE *	COUNTY	FEDERAL PROJECT NO. *	URBAN ( ) * RURAL (x)
Oregon 8504	Marion	F-75(1)	

ITEM	DESCRIPTION	UNIT	ROADWAY	BRIDGE *(Over 20 ft.)*	
	CONSTRUCTION TYPE CODES		6201		DATE STARTED * 5-17-77
20	FINAL CONSTRUCTION COST*	DOL.	1,231,889		DATE COMPLETED * 10-29-77
21	LENGTH OF PROJECT	MILES	12.97		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor – See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

ITEM	DESCRIPTION		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR * *(Roadway and Bridges Combined)*		21,780	332,916

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS & SUPPLIES *	DOL.	313,512	
	9	PETROLEUM PRODUCTS *	GAL.	153,004	
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON.	24,500	
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	227,010	
	4	LUMBER	THSD. BD. FT.	4.4	
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	5400	
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	63	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	785	
	15	AGGREGATES PRODUCED	TON	45,770	
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	100	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	10,084	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 53 61 62 70

CULVERT ITEMS

CARD	ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
CARD H	6	CORR. STEEL CULVERT	
		12	2875
		18	30
CARD J	13	CONCRETE PIPE	
		12	1510
		15	49
		48	32
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

* MUST BE REPORTED ON ALL REPORTS REVIEWED BY: DATE:

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(Rev. 3-77)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract must be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the final construction cost. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

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*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

8504

November 13, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Complete
file
KES 5
Concrete
Recycling
[illegible]

Dear Mr. Green:

Cost and Energy Analysis
of Recycling Project

Attached are five copies of an addendum to our report "Recycling of Asphalt Concrete -- Oregon's First Hot Mix Project", covering an analysis of costs and energy requirements for the project and providing a recent appraisal of the highway's performance.

The work covers the Woodburn-St. Paul asphalt concrete recycling project. The work was funded in part by the Office of Development, Implementation Division of the Federal Highway Administration as a Demonstration Project under Contract DOT-FH-15-220.

The data on costs and energy used were not available when the previous report was submitted.

Very truly yours,

E. S. Hunter
Technical Services Engineer

Attachments (5)

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey
J. H. Versteeg
Frank Terpin
Gordon Beecroft

GB:pf ja

8504 8

July 20, 1978

Seaboard Surety Company
Seattle-First National Bank Bldg.
1001 4th Avenue
Seattle, Washington 98154

Gentlemen:

A post-final payment for $1,053.19 will be made to Babler Bros., Inc., on Contract No. 8504 for work on the St. Paul-Woodburn Section of the Hillsboro-Silverton Highway in Marion County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,238,826.39 including the post-final payment. Of the total $4,629.30 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Babler Bros., Inc.
4617 SE Milwaukie Avenue
Portland, OR 97202

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

#2504 9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
MATERIALS SECTION
SALEM, OREGON 97310

July 7, 1978

Mr. Dallas Little
Research Associate, Highway Materials
Texas A & M University
Texas Transportation Institute
College Station, Texas 77843

Dear Dallas:

In response to your telephone call on 23 June 1978, cores have been obtained from out St. Paul-Woodburn Pavement Recycling project for your NCHRP Project 1-17 "Guidelines for Recycling Pavement Materials". The two sets of five cores are from the two lift section at Station 221, 2, 3, 4, 5 and the one lift section at mile point 27.45, .50, .55, .60, .65. The cores were shipped today by UPS.

Should you have further questions regarding our recycle project or the core samples, be sure to give us a call.

Very truly yours,

JOHN C. JENKINS
Engineer of Materials & Research

By J E Wilson

JAMES E. WILSON, JR.
Materials Engineer

cc: E. S. Hunter
H. S. Coulter
F. O. Fredrickson

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
JUL 10 '78
REFER TO

FOR
Info Inves R-D D/R Sign Act File

Form 81-734-3122

8504

8

DATE: July 5, 1978

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

[illegible] [illegible] 8, 1978
1C-3

SUBJECT: Request for Increase in Project Authorization
St. Paul-Woodburn Section
Contract No. 8504

This federal-aid asphaltic concrete recycle project is now complete and an additional project overrun of $82,776.84, or 6.4 percent is now apparent. A previous increase of $213,845.05, or 19.9 percent was granted on September 29, 1977.

The initial increase covered a 2.4-mile project extension, a box culvert extension, and added rock and asphalt on the original project.

The present increase is necessary to cover overruns in flagging, $33,786.00; and engineering, $60,924.00.

An overrun in flagging resulted from the multiple concurrent contractor operations causing additional flagmen to be required to direct the public through the project.

Engineering required to obtain documented data on this experimental project was extensive and was the sole cause of this overrun. We have an agreement with the Federal Highway Administration which grants $58,000.00 to the State for engineering evaluation and other costs incurred due to the experimental nature of this project. These FHWA funds should be used to offset the engineering cost overrun.

Your approval of an increase of $82,776.84 to a new total project authorization of $1,371,858.84 is requested. This item will be on the Consent Calendar for your July meeting.

OBJ:mk ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
Loren Weber
Robert Church
George Bell

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

July 3, 1978

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engr.

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in
Project Authorization
St. Paul-Woodburn Section
Hillsboro-Silverton Hwy.
Contract No. 8504

This asphaltic concrete recycle overlay project is now complete and an additional overrun of $82,776.84, or 6.5 percent is now apparent. A previous authorization increase of $213,845.05, or 19.9 percent was granted by the Transportation Commission on September 22, 1977.

The initial overrun covered a 2.4 mile project extension, $101,000; Case Creek box culvert extension, $36,000; and original project asphalt concrete items overrun, $81,000.

Major overrun items in the present request are:

B.I. 6	Flagmen	$24,786.00
P.A. 10	Extend Box Culvert	$ 9,000.00
	Engineering	$60,924.00

The overrun in the "Flagmen" item was caused by multiple simultaneous operations performed which required multiple flagmen.

Price Agreement No. 10 called for extending a box culvert and included a separate unit for "Flagmen". Upon commencing the work it became apparent that the restricted sight distance required two flagmen rather than the one flagman anticipated which resulted in a doubling of the anticipated cost.

The engineering overrun of $60,924.00, or 60.9 percent is the direct result of the extensive documentation effort on this experimental project. We have a contract with the FHWA for this demonstration project which provides reimbursement to the State for $28,000.00 for evaluation work and an additional lump sum grant of $30,000.00 for other costs incurred by the State. The $30,000.00 was intended to cover unusual or unforeseen costs such as higher unit bid prices, air pollution problems encountered, etc...., but was not limited to any specific use and could be used to offset engineering evaluation costs. Our documented engineering cost for the evaluation portion of the project is $55,923.00. We submitted a request to FHWA to increase the funds for project evaluation from $28,000.00 to $56,000.00 to cover our costs. FHWA responded on June 15, 1978 that no funds were available due to their severe budget restraints. Since we did not incur any unusual contract costs and our engineering evaluation was extensive, it is recommended that the entire $58,000.00 available from our agreement with FHWA be used to offset the $60,924.00 engineering overrun.

It is recommended that an increase in project authorization of $82,766.84 to a new total authorization of $1,371,858.84 be approved.

A rough draft letter to the Transportation Commission is enclosed.

OBJ:mk

cc: C. O. Fredrickson
Loren Weber
Bob Church

#8504

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: June 15, 1978

In reply refer to: HPD.3-OR/740.6

SUBJECT: Oregon Demonstration Project No. 39
St. Paul-Woodburn Section
Contract DOT-FH-15-220

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
Salem, Oregon

Mr. Swan's March 14 memorandum requested an increase in funding for this demonstration project.

We are sorry, but due to severe budgetary constraints, the Demonstration Projects Division cannot provide the requested additional funds.

for G. L. Green

cc:
OSHD (Keasey)

RECEIVED
JUN
REFER TO

cy
Coulter
6·16

8-504.

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 6-20
PROJECT REPORT NUMBER
MODIFICATION NUMBER 2

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-2-78

n Approved; O M B No. 04-R2089
State Oregon
County Marion
Project Number F-75(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 16, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,401,500.00	$ 1,441,725.00
Federal funds	$ 1,202,487.00	$ 1,237,000.00
Other revisions		

This modification is made for the following reasons:

To include increase in cost of Contract Bid Items, and increase in engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of June, 1978.

Oregon State Highway Division
(Official name of Highway Agency)

By E J Hunter

Technical Service Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Oregon State Highway Division
Salem, Oregon, May 24, 1978

Federal Aid Project
No. F-75(1)

Yamhill County Line-Woodburn Section
Hillsboro-Silverton Hwy. in Marion County

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 65+00 to Sta. 496+55)

Sub Total on Previous Estimate of November 8, 1977 $1,261,298.15

Previous Estimate

Flagmen	2,183	Hour	$ 17.00	$ 37,110.00
Watering	250	M-Gal.	6.00	1,500.00
Lime Treated Subgrade	13,500	Sq.Yd.	0.75	10,125.00
Guard Rail, Type 2A	2,213	Lin.Ft.	8.50	18,810.50
Extra for Asphalt Approaches	150	Each	100.00	15,000.00
PA 8 Pit Run Gravel	5,000	Cu.Yd.	2.75	13,750.00
	Total			$ 96,295.50

Revised Estimate

Flagmen	2,458	Hour	17.00	$ 41,786.00
Watering	519.6	M-Gal.	6.00	3,117.60
Lime Treated Sub-Grade	15,904.76	Sq.Yd.	0.75	11,928.57
Guard Rail, Type 2A	3,488	Lin.Ft.	8.50	29,648.00
Extra for Asphalt Approaches	178	Each	100.00	17,280.00
PA 8 Pit Run Gravel	5,582	Cu.Yd.	2.75	15,350.00
	Total			$ 119,110.17
	Increase			22,814.67
	Sub Total			1,284,112.82
	Engineering			187,612.18
	Total			$1,471,725.00

Length of Project	12.97 Miles
Cost of Roadway Per Mile	$113,471.47

Demonstration Project Division

Evaluate Recycled Asphalt (SF)	All Required	$ 28,000.00
	Total	$1,499,725.00

Oregon State Highway Division
Salem, Oregon, May 24, 1978

Federal Aid Project
No. F-75(1)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	DPD Funds
Roadway	$1,499,725.00	$1,237,000.00	$204,725.00	--
DPD Offset Constr. Cost	(30,000.00)	--	--	$30,000.00
DPD Evaluate Cost	(28,000.00)	--	--	28,000.00
Total	$1,441,725.00	$1,237,000.00	$204,725.00	$58,000.00

Group 1	100%
Group 2	0%
Contract No.	8504
Prefix No.	124-1016

8504

STATE COPY 8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-136		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
MODIFICATION NUMBER 1	11-16-77	Project Number F-75(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 16, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,037,078	$ 1,401,500
Federal funds	$ 889,812	$ 1,202,487
Other revisions		

This modification is made for the following reasons:

To include approved project extension, increase in bid item quantities and approved additional items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of November, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By

~~State Highway Engineer~~
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

[illegible] file

Oregon State Highway Division
Salem, Oregon November 8, 1977

Federal Aid Project
No. F-75(1)

Yamhill County Line-Woodburn Section
Hillsboro-Silverton Hwy. In Marion County

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 65+00 to Sta. 496+65)

Subtotal on previous estimate of March 11, 1977			$ 940,157.00
Previous Estimate			
Flagmen	1,000 Hour	17.00	$ 17,000.00
Pilot Car	150 Hour	30.00	4,500.00
General Excavation	6,510 Cu. Yd.	3.00	19,530.00
Recycled Asphalt Concrete Mixture In Leveling	2,000 Ton	9.70	19,400.00
Recycled Asphalt Concrete Mixture	51,200 Ton	9.70	496,640.00
Additional Asphalt Cement In Mixture	532 Ton	80.00	42,560.00
Additional 3/4-#10 Aggregate In Mixture	5,320 Ton	5.75	30,590.00
12-inch Culvert Pipe	1,434 Lin. Ft.	7.00	10,038.00
			$ 640,258.00
Revised Estimate			
Flagmen	2,183 Hour	17.00	$ 37,110.00
Pilot Car	308 Hour	30.00	9,240.00
General Excavation	— Cu. Yd.	3.00	—
Recycled Asphalt Concrete Mixture In Leveling	— Ton	9.70	—
Recycled Asphalt Concrete Mixture	55,290 Ton	9.70	536,313.00
Additional Asphalt Cement In Mixture	870 Ton	80.00	69,600.00
Additional 3/4"-#10 Aggregate In Mixture	14,860 Ton	5.75	85,445.00
12-inch Culvert Pipe	4,377 Lin. Ft.	7.00	30,639.00
PA2 12-inch Concrete Culvert End Sections	49 Only	46.35	2,271.15
PA3 General Excavation	Lump Sum		15,000.00
PA4 Modify Pavement Edge With Commercial AC Mix	700 Ton	11.08	7,756.00
PA5 Modify Typical Section Plant Access Road	Lump Sum		2,000.00
PA8 Pit Run Gravel	5,000	2.75	13,750.00
PA9 Concrete Inlets, Type G	3 Only	400.00	1,200.00
PA10 Extend 12'x5' RCBC			
Mobilization	Lump Sum		$ 5,200.00
Structural Excavation	95 Cu. Yd.	30.00	2,850.00
Structural Concrete, Class 3000	58 Cu. Yd.	250.00	14,500.00
Metal Reinforcement	5,400 lbs.	0.60	3,240.00
Metal Rail	25 Lin. Ft.	35.60	890.00
Headwall & Wingwall Removal	Lump Sum		3,300.00
Flagging	884 Hour		16,796.00
PA12 Temporary Protection & Direction of Traffic	4 Day	50.00	200.00
PA12 Recycled Asphalt Concrete Mixture	8,000 Ton	10.60	84,800.00
PA12 Blade	12 Hour	52.50	630.00

PA13 Construct Bridge End Connections	Lump Sum	$ 4,316.00
SF08 Work by Burlington Northern RR	All Required	2,053.00
SF06 Furnish & Install Permanent Signs	All Required	12,000.00
SF07 Furnish & Install Bikeway Signs	All Required	300.00
		$ 961,399.15
	Increase	321,141.15
	Subtotal	$1,261,298.15
	Engineering	170,201.85
	TOTAL	$1,431,500.00

Length of Project. . . . . . . 12.97 miles
Cost of Roadway Per Mile . . . $110,370.08

Demonstration Project Division Evaluate Recycled Asphalt (SF)	All Required	$ 28,000.00
	TOTAL	$1,459,500.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	DPD Funds
Roadway	$1,459,500.00	$1,202,487.00	$199,013.00	$ -
DPD Offset Const. Cost	(30,000.00)	-	-	30,000.00
DPD Evaluate Cost	(28,000.00)	-	-	28,000.00
TOTAL	$1,401,500.00	$1,202,487.00	$199,013.00	$58,000.00

Group 1 - 100%
Group 2 - 0%
Contract No. 8504
Prefix 124-1016

8504

STATE COPY

1

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-97	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-16-77	te Oregon County Marion Project No. F-75(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 219 & 214, ECL St. Paul to WCL Woodburn

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3/2/77	8.175
OTHER *(Specify)*		

FUNDS PRO RATA 85.8%

ESTIMATED TOTAL COST OF PROJECT $ 1,037,078	FEDERAL FUNDS $ 889,812

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By __________

____
(Title)

By __________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By __________
(Division Administrator)

for: G. L. Green

Date executed by Division Administrator __________

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon March 11, 1977

Federal Aid Project
No. F-75(1)

ST. PAUL-WOODBURN SECTION
HILLSBORO-SILVERTON HIGHWAY
MARION COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 65+00 to 496+65)

Furnishing Field Laboratory	1 only	2,500.00	$ 2,500.00
Mobilization	All Required		85,000.00
Temporary Protection & Direction of Traffic	All Required		10,000.00
Temporary Signs	490 sq.ft.	5.00	2,450.00
Temporary Barricades	6 ea.	100.00	600.00
Flagmen	1,000 hr.	17.00	17,000.00
Pilot Car	150 hr.	30.00	4,500.00
Clearing & Grubbing	All Required		20,000.00
Removal of Structures & Obstructions	All Required		25,000.00
General Excavation	6,510 cu.yd.	3.00	19,530.00
Trench Excavation	360 cu.yd.	10.00	3,600.00
Watering	250 M-Gal.	6.00	1,500.00
Aggregate Shoulders	9,900 ton	4.50	44,550.00
Lime Treated Subgrade	13,500 sq.yd.	0.75	10,125.00
Lime for Treated Subgrade	180 ton	60.00	10,800.00
Recycled Asphalt Concrete Mixture in Leveling	2,000 ton	9.70	19,400.00
Recycled Asphalt Concrete Mixture	51,200 ton	9.70	496,640.00
Additional Asphalt Cement in Mixture	532 ton	80.00	42,560.00
Additional 3/4-#10 Aggregates in Mixture	5,320 ton	5.75	30,590.00
Aggregates in Asphalt Macadam	130 cu.yd.	12.00	1,560.00
AR-2000 Asphalt in Asphalt Macadam	8 ton	250.00	2,000.00
Asphalt in Seal Coat	5 ton	250.00	1,250.00
Asphalt in Tack Coat	30 ton	100.00	3,000.00
12-inch Culvert Pipe	1,434 lin.ft.	7.00	10,038.00
15-inch Culvert Pipe	142 lin.ft.	9.00	1,278.00
18-inch Culvert Pipe	138 lin.ft.	11.00	1,518.00
48-inch Culvert Pipe	12 lin.ft.	100.00	1,200.00
48-inch Arch Type Pipe	36 lin.ft.	50.00	1,800.00
Concrete Inlets, Type G-2MA	1 ea.	600.00	600.00
Guardrail, Type 2A	2,213 lin.ft.	8.50	18,810.50
Guardrail, Type 3	400 lin.ft.	15.00	6,000.00
Guardrail Anchors, Type 1	18 ea.	150.00	2,700.00
Guardrail Anchors, Type 2	2 ea.	300.00	600.00
Rail End Pieces, Type C	18 ea.	100.00	1,800.00

Concrete Curbs	430 lin.ft.	4.00	1,720.00
Extra for Asphalt Approaches	150 ea.	100.00	15,000.00
Drainage Curbs	125 lin.ft.	250.00	312.50
Loose Riprap, Class 100	10 cu.yd.	30.00	300.00
Delineators	500 ea.	12.00	6,000.00
Roadside Seeding & Mulching	11 acres	450.00	4,950.00
Asphalt-Rubber Chip Seal	590 sq.yd.	12.00	7,080.00
			$ 935,862.00

Anticipated Items		
Permanent Pavement Striping (S.F.)	All Required	$ 2,000.00
Stage Construction Striping (S.F.)	All Required	750.00
Temporary Erosion Control (E.W.)	All Required	500.00
On-the-Job Trainee (1 @ $800)(E.W.)	All Required	800.00
Adjust Monument Boxes (S.F.0	All Required	245.00
		$ 4,295.00
	Subtotal	$ 940,157.00
	Engineering	126,921.00
	TOTAL	$1,067,078.00

Length of Project- - - - - - - - - - - - 8.175 miles
Cost of Roadway Per Mile - - - - - - - - $130,529.42

Demonstration Project Division		
Evaluate Recycled Asphalt (S.F.)	All Required	$ 20,000.00
	TOTAL	$1,087,078.00

Work Retained in Program Status (not included in totals below)		
Permanent Signing (S.F.)	All Required	$ 14,000.00
Bikeway Signs & Reflectorized Buttons (S.F.)	All Required	300.00
Guardrail Bridge Connections (E.W.)	All Required	4,800.00
Adjust Automatic Traffic Counter (S.F.)	All Required	500.00
Railroad Signal Protection	All Required	6,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	DPD Funds
Roadway Cost	$1,087,078.00	$889,812.00	$147,266.00	$ --
DPD Offset Const. Cost	(30,000.00)	--	--	30,000
DPD Evaluate Cost	(20,000.00)	--	--	20,000
Federal Aid (85.8%)	$1,037,078.00	$889,812.00	$147,266.00	--
DPD Cost (100%)				$50,000

Group 1 - 1 Group 2 - 00%
Contract No. 8504
Prefix: 124-1016

8504

May 10, 1978

Seaboard Surety Company
Seattle First National Bank Bldg.
1001 4th Avenue
Seattle, WA 98154

Gentlemen:

On March 24, 1978, we wrote to you concerning release of final payment on Contract No. 8504 awarded to Babler Bros., Inc., for work on the St. Paul-Woodburn Section of the Hillsboro-Silverton Highway in Marion County.

Final payment on this contract is $221.10 and the total contract amount is $1,237,773.20 including $4,629.30 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8504 9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 31, 1978

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Klurz
General Loan Officer

Re: Babler Bros., Inc.
Contracts 8343 and 8504

Gentlemen:

Work on these projects has been completed. The $5,000.00 deposited in lieu of retainage on 8343 and the $10,000.00 for 8504 may be released or transferred to other projects.

Please notify this office as to the disposition of the excess deposits.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Babler Bros., Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

8504

9

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION St. Paul-Woodburn		WEEK ENDING: January 14, 1978
		SECTION PREFIX 124-1016
	HIGHWAY Hillsboro-Silverton	COUNTY Marion
NAME OF JOB St. Paul-Woodburn	KIND OF WORK Grading & Paving	
CONTRACTOR Babler Bros., Inc.	CONTRACT NUMBER 8504	FEDERAL AID PROJECT NUMBER F-75(1)
DATE OF CONTRACT 4/11/77	DATE WORK STARTED 5/15/77	ESTIMATED COMPLETION DATE 10/29/77
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS 173½	CALENDAR DAYS USED 173½
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION: $ 1,289,092.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 1,199,865.37	ENGINEERING AUTHORIZATION $ 100,000,00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 106
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,211,274.80	ENGINEERING COST TO DATE $ 163,844.47	DATE PROJECT WAS COMPLETED: 10/29/77
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 6.1 %	PERCENT OF AUTHORIZATION 164 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	8.17				8.17
MILES PARTIALLY COMPLETED					
MILES COMPLETED	8.17				8.17
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6510 CY				53,200 Tons
TOTAL QUANTITIES CORRECTED TO DATE	4820				60,750
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4820				60,750
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Kessey K
Bond
Jackmond J
Hopkins
Johnson
Inloes
RECEIVED
JAN 16 1978
CONSTRUCTION SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	Semi-Final Estimate taken to Region today. I have done some checking of costs to place a sound track on the 16 mm movie we have of the project and am reviewing it with our people.
WEDNESDAY	Discussed the above with Bill Kappus of FHWA. They are very interested in doing this. The only requirement was that we stay under the $58,000 they have as direct money in the job. Our records indicate we still have $2000 * to go, which will take care of it. I have given Gene Kinney the go-ahead based on this.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

With the Semi-Final having been submitted, this will be the last weekly report for this project.

SIGNED Loren [illegible] LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

January 9, 1978

Mr. Lloyd Babler, Jr.
Babler Bros., Inc.
P. O. Box 02008
Portland, OR 97202

Dear Lloyd,

The Woodburn-St. Paul asphalt concrete recycling project was a Federally funded demonstration project on which we were required to submit a report following completion of the work.

As the contractor on Oregon's first hot-mix recycling project, you will certainly have more than a passing interest in the enclosed interim report being submitted to the Federal Highway Administration.

Your cooperation, innovation, and attention to detail were major factors in completing this successful project.

Copies of addendums covering cost and other factors will be forwarded for your additional information when they are completed.

Sincerely,

E. S. Hunter
Technical Services Engineer

ESH:ja

Enc.

bc F. B. Klaboe
Gordon Beecroft

8504 8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

December 22, 1977

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Klurz
General Loan Officer

Re: Babler Bros., Inc.

Gentlemen:

We received notice of the following replacements:

Prior TCD's	Receipt #	Amount
14-337071	144641	$ 15,000
14-337057	144688	90,000
14-337056	144688	25,000
		$130,000

New TCD's		
14-337119	144725	$ 15,000
14-337120	144725	70,000
14-349145	144733	15,000
		$100,000

Security Summary:

Contract No.	Prior Allocation	Change	New Allocation
8343	$ 30,000	(10,000)	$ 20,000
8504	50,000	(40,000)	10,000
8527	50,000	---	50,000
8606	---	20,000	20,000
Total	$130,000	$(30,000)	$100,000

The new allocation is based on approved reductions in retainage requirements and subsequent memos from Babler Bros. indicating disposition of the excess deposits.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Babler Bros, Inc.

bc: ~~C.W. Head~~
R. Church
C.W. Barrett, Jr. (Att.)

.8504

December 12, 1977

Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Post Office Box 02008
Portland, OR 97202

Gentlemen:

We have reviewed your request for a complete extension of time on Contract No. 8504 for work on St. Paul-Woodburn Section of the Hillsboro-Silverton Highway in Marion County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of eight and one-half days is granted because of quantity overruns.

Sincerely,

H. S. Coulter
State Highway Engineer

fr/ia

bc C. T. Keasey
John Sheldrake
Robert Church
Loren Weber
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8504

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 9, 1977

FROM: John A. Bond
Contract Administration Engineer

SUBJECT: St. Paul-Woodburn
Contract No. 8504
Request for Time Extension

TO: H. S. Coulter
State Highway Engineer

Babler Bros. Inc. requests a complete extension of eight and one-half days based simply on a 27 percent money overrun of the original contract amount. This was the salvaged A.C. recycling project and some pertinent dates are:

Bids opened	3-24-77	
Contract sent	4-12	
Day count start	4-23	(165 days allowed)
Paving completed	9- 8	(135 days elapsed)
Time allowed expired	10- 8	(project 97 percent completed)
All work complete	10-29	8½ days liquidated damages accrued at $150 per day (after interim stop work order)

Three significant quantity overruns contribute to the excess time. Almost three times as much new supplemental aggregate added to the recyclable material was needed. This is directly related to Price Agreement No. 12 which extended the project limits in order to use up the available salvage A.C. materials. Twelve-inch culvert pipe overran 305 percent. This was early project work connected with the widening-grading. The guardrail quantity overran 50 percent and this is some of the last work performed. An increase in the funding for this project was approved by the Commission at their September meeting.

A complete extension of the eight and one-half days is easily justified due to quantity overruns. The project utilized Primary Federal-aid funding and the recommended extension can be granted participating under delegated authority. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

E-280 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Nov. 23, , 19 77

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 165 days to 173-1/2 days, within which to complete our Contract No. 8504, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

The total dollar amount of the contract overran approximately 27%, which fact correspondingly required additional work not scheduled in the initial contract allowance.

Respectfully submitted,

BABLER BROS., INC.
Contractor

By R A Richards
R. A. Richards, Asst. Secy.

CONSENT OF SURETY

Date November 28, , 19 77

We, SEABOARD SURETY COMPANY
, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert W. Lagler
Attorney-in-fact Robert W. Lagler

(SEAL)

Robert W. Lagler
Resident Agent Robert W. Lagler
K L & K ASSOCIATES, INC.
One S.W. Columbia
Portland, Oregon

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8504 Contractor Babler Bros., Inc.

Highway Hillsboro-Silverton

Section St. Paul-Woodburn

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend eight and one-half days extension of contract time due to quantity overruns (paving aggregate, culvert pipe, guardrail).

Recommended for Approval:

Robert E. Rogers
Division Engineer

for
Construction Engineer ~~or Bridge Engineer~~

H S Coulter
State Highway Engineer

Contract No. 8504
Project designation F-75(1) State·Federal
Date awarded 4/11/77
Work started 5/15/77
Per cent completed 100% Date
No. of Workdays Allowed 165
No. of Workdays Used 173½
No. of Added Workdays Requested 8½

SP*6296-734

Certified Copy

No. 7876

SEABOARD SURETY COMPANY

HOME OFFICE

NEW YORK, NEW YORK

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That SEABOARD SURETY COMPANY, a corporation of the State of New York, has made, constituted and appointed and by these presents does make, constitute and appoint Robert W. Lagler or Elwood B. Karrigan or Judy Hiltenbrand or Roderick R. Emery---

of Portland, Oregon

its true and lawful Attorney-in-Fact, to make, execute and deliver on its behalf insurance policies, surety bonds, undertakings and other instruments of similar nature as follows: Without Limitations

Such insurance policies, surety bonds, undertakings and instruments for said purposes, when duly executed by the aforesaid Attorney-in-Fact, shall be binding upon the said Company as fully and to the same extent as if signed by the duly authorized officers of the Company and sealed with its corporate seal; and all the acts of said Attorney-in-Fact, pursuant to the authority hereby given, are hereby ratified and confirmed.

This appointment is made pursuant to the following By-Laws which were duly adopted by the Board of Directors of the said Company on December 8th, 1927, and are still in full force and effect:

ARTICLE VIII, SECTION 1:

"Policies, bonds, recognizances, stipulations, consents of surety, underwriting undertakings and instruments relating thereto. Insurance policies, bonds, recognizances, stipulations, consents of surety and underwriting undertakings of the Company, and releases, agreements and other writings relating in any way thereto or to any claim or loss thereunder, shall be signed in the name and on behalf of the Company

(a) by the Chairman of the Board, the President, a Vice President or a Resident Vice President and by the Secretary, an Assistant Secretary, a Resident Secretary or a Resident Assistant Secretary; or

(b) by an Attorney-in-Fact for the Company appointed and authorized by the Chairman of the Board, the President or a Vice President to make such signature; or

(c) by such other officers or representatives as the Board may from time to time determine.

The seal of the Company shall if appropriate be affixed thereto by any such officer, Attorney-in-Fact or representative"

IN WITNESS WHEREOF, SEABOARD SURETY COMPANY has caused these presents to be signed by one of its Vice-Presidents, and its corporate seal to be hereunto affixed and duly attested by one of its Assistant Secretaries, this 28th day of May, 1976

Attest:

SEABOARD SURETY COMPANY,

(Seal) Richard H. Lewis
Assistant Secretary

By George T. Holbrook, Jr.
Vice-President

STATE OF NEW YORK
COUNTY OF NEW YORK } ss.:

On this 28th day of May, 1976, before me personally appeared Goerge T. Holbrook, Jr. a Vice-President of SEABOARD SURETY COMPANY, with whom I am personally acquainted, who, being by me duly sworn, said that he resides in the State of New Jersey; that he is a Vice-President of SEABOARD SURETY COMPANY, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of the said Company; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Company; and that he signed his name thereto as Vice-President of said Company by like authority.

State of New York
No. 41-9010912 Qualified in Queens County
Cert. filed in New York County
(Seal) Commission Expires March 30, 1978

Samuel C. Simmons
Notary Public

CERTIFICATE

I, the undersigned Assistant Secretary of SEABOARD SURETY COMPANY do hereby certify that the original Power of Attorney of which the foregoing is a full, true and correct copy, is in full force and effect on the date of this Certificate and I do further certify that the Vice President who executed the said Power of Attorney was one of the Officers authorized by the Board of Directors to appoint an attorney-in-fact as provided in Article VIII, Section 1, of the By-Laws of SEABOARD SURETY COMPANY.

This Certificate may be signed and sealed by facsimile under and by authority of the following resolution of the Board of Directors of SEABOARD SURETY COMPANY at a meeting duly called and held on the 25th day of March 1970.

"RESOLVED: (2) That the use of a printed facsimile of the corporate seal of the company and of the signature of an Assistant Secretary on any certification of the correctness of a copy of an instrument executed by the President or a Vice-President pursuant to Article VIII, Section 1, of the By-Laws appointing and authorizing an attorney-in-fact to sign in the name and on behalf of the company surety bonds, underwriting undertakings or other instruments described in said Article VIII, Section 1, with like effect as if such seal and such signature had been manually affixed and made, hereby is authorized and approved."

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Company to constitu and appoint Robert W. Lagler or Elwood B. Karrigan or Judy Hiltenbrand or Roderick R. Emery--

of Portland, Oregon

its true and lawful Attorney-in-Fact, to make, execute and deliver on its behalf insurance policies, surety bonds, undertakings and other instruments of similar nature as follows: Without Limitations

Such insurance policies, surety bonds, undertakings and instruments for said purposes, when duly executed by the aforesaid Attorney-in-Fact, shall be binding upon the said Company as fully and to the same extent as if signed by the duly authorized officers of the Company and sealed with its corporate seal; and all the acts of said Attorney-in-Fact, pursuant to the authority hereby given, are hereby ratified and confirmed.

This appointment is made pursuant to the following By-Laws which were duly adopted by the Board of Directors of the said Company on December 8th, 1927, and are still in full force and effect:

ARTICLE VIII, SECTION 1:

"Policies, bonds, recognizances, stipulations, consents of surety, underwriting undertakings and instruments relating thereto. Insurance policies, bonds, recognizances, stipulations, consents of surety and underwriting undertakings of the Company, and releases, agreements and other writings relating in any way thereto or to any claim or loss thereunder, shall be signed in the name and on behalf of the Company

(a) by the Chairman of the Board, the President, a Vice President or a Resident Vice President and by the Secretary, an Assistant Secretary, a Resident Secretary or a Resident Assistant Secretary; or

(b) by an Attorney-in-Fact for the Company appointed and authorized by the Chairman of the Board, the President or a Vice President to make such signature; or

(c) by such other officers or representatives as the Board may from time to time determine.

The seal of the Company shall if appropriate be affixed thereto by any such officer, Attorney-in-Fact or representative"

IN WITNESS WHEREOF, SEABOARD SURETY COMPANY has caused these presents to be signed by one of its Vice-Presidents, and its corporate seal to be hereunto affixed and duly attested by one of its Assistant Secretaries, this 28th day of May, 1976.

Attest:

SEABOARD SURETY COMPANY,

(Seal) Richard H. Lewis
Assistant Secretary

By George T. Holbrook, Jr.
Vice-President

STATE OF NEW YORK
COUNTY OF NEW YORK } ss.:

On this 28th day of May, 1976, before me personally appeared Goerge T. Holbrook, Jr. a Vice-President of SEABOARD SURETY COMPANY, with whom I am personally acquainted, who, being by me duly sworn, said that he resides in the State of New Jersey; that he is a Vice-President of SEABOARD SURETY COMPANY, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of the said Company; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Company; and that he signed his name thereto as Vice-President of said Company by like authority.

State of New York
No. 41-9010912 Qualified in Queens County
Cert. filed in New York County
(Seal) Commission Expires March 30, 1978

Samuel C. Simmons
Notary Public

CERTIFICATE

I, the undersigned Assistant Secretary of SEABOARD SURETY COMPANY do hereby certify that the original Power of Attorney of which the foregoing is a full, true and correct copy, is in full force and effect on the date of this Certificate and I do further certify that the Vice President who executed the said Power of Attorney was one of the Officers authorized by the Board of Directors to appoint an attorney-in-fact as provided in Article VIII, Section 1, of the By-Laws of SEABOARD SURETY COMPANY.

This Certificate may be signed and sealed by facsimile under and by authority of the following resolution of the Board of Directors of SEABOARD SURETY COMPANY at a meeting duly called and held on the 25th day of March 1970.

"RESOLVED: (2) That the use of a printed facsimile of the corporate seal of the company and of the signature of an Assistant Secretary on any certification of the correctness of a copy of an instrument executed by the President or a Vice-President pursuant to Article VIII, Section 1, of the By-Laws appointing and authorizing an attorney-in-fact to sign in the name and on behalf of the company surety bonds, underwriting undertakings or other instruments described in said Article VIII, Section 1, with like effect as if such seal and such signature had been manually affixed and made, hereby is authorized and approved."

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Company to these presents this 28th day of November, 1977

1927

Linda Morra
Assistant Secretary

Form 957 (Rev. 6-74)

8504

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

December 9, 1977

Babler Bros., Inc.
4617 S.E. Milwaukie
Portland, OR 97202

Attention: R.A. Richards
Office Manager

Re: Contract 8504

Gentlemen:

Retainage requirements on this project have been reduced to $10,000.00. You presently have $50,000.00 in securities deposited and an additional $11,658.58 has been retained on your progress estimates.

This releases $40,000.00 of your securities on deposit. The $11,658.58 will be released in conjunction with the next progress estimate on this project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

#2524 11-28-77

U.S. DEPARTMENT OF TRANSPORTATION – FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F- (1)

STATE PROJECT NO.
See Below

COUNTY NAME
Marion

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70117

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 1-5-77	DATE AUTHORIZATION EFFECTIVE 11-17-77	FEDERAL ROUTE NUMBER Primary 75 STATE ROUTE NUMBER Secondary 140

GENERAL LOCATION:

"Yamhill County Line - WCL Woodburn"

GENERAL DESCRIPTION OF WORK:

Place tile beneath mailbox pullout

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRICTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 11-23-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No 9 at a total estimated cost not to exceed $1,300, Federal Funds $1,115.

NOTED
F. B. KLABOE

DATE
11-30-77

SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

TITLE
for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8504.

8

FORM H1-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 25, 1977

FILE: CON 5 #8504
X " ORG 3

MDGlenn

FROM: M. D. Glenn
Quality Control Engineer

TO: John Jenkins
Engineer of Materials & Research

SUBJECT: St. Paul-Woodburn Section
Hillsboro-Silverton Highway
Contract No. 8504
FAP No. F-75(1)
Rideability Rating

Attached for your information are copies of rideability rating for listed mile posts on this project.

Readings were obtained as part of the annual A.C. paving awards program. Information might be valuable as part of test information you are compiling for this job.

MDG:fr

Att.

cc w/att.

H. S. Coulter
FHWA
John Sheldrake
Loren Weber

RECEIVED
STATE HWY ENGR
OCT 24 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

K

/

RIDEABILITY RATING

SPEED FACTOR	
60 MPH	0.7
50 MPH	1.0
40 MPH	1.4
30 MPH	2.2
20 MPH	3.5

Card 2 1

Date 10-7-77

Highway Number 140 4

Direction of Travel (+ Or - Mile Posts) ____________

Speed 40

Highway Name St. Paul - Woodburn Sec

Travel Name North Bound

	Meter Reading	Extension	Meter Reading	Extension	Meter Reading	Extension
M.P.	35		34		33	
D² = (Σ)(S.F.) / 64	7	13.6	13	10.6	19	15.6
C-1	372	372 10	371	321 16	336	336 22
C-2	10[illegible]	208	56	112	110	220
C-3	13	39	17	51	35	105
C-4	1	4			13	52
C-5				= 10.6		
C-6	812.2 / 64 =	13.62	484 x 1.4 / 64 x 1		998.2 / 64 =	15.60
C-7						
C-8						
C-9						
C-10						
Σ		623		484		713

623
484
713
794
765
623
624
806
762
6194

	Meter Reading	Extension	Meter Reading	Extension	Meter Reading	Extension
M.P.	32		31		30	
D² = (Σ)(S.F.) / 64	25	17.4	31	16.7	37	13.6
C-1	[illegible]	369 28	344	344 34	324	324 40
C-2	11[illegible]	228	128	256	[illegible]	184
C-3	[illegible]	129	43	129	33	99
C-4	17	68	9	36	4	16
C-5						13.63
C-6					872.2 / 64 =	
C-7			Use	15.0		
C-8			for	N.B.		
C-9	1111.6 / 64 = 17.37					
C-10			1071 / 64 = 16.73			
Σ		794		765		623

$$\frac{(6194)(1.4)}{(64)(9)} = \frac{8671.6}{576} = 15.05 \text{ Ave}$$

	Meter Reading	Extension	Meter Reading	Extension	Meter Reading	Extension
M.P.	27		23		27	
D² = (Σ)(S.F.) / 64	43	13.6	49	17.6	55	16.7
C-1	[illegible]	342 46	32[illegible]	326 52	[illegible]	368 58
C-2	1[illegible]	214	[illegible]	237	11	272
C-3	22	66	55	165	44	176
C-4	2	8	17	68	9	36
C-5			2	10	2	10
C-6			806 x 1.4 / 64 x 1	= 17.63		
C-7	873.6 / 64 =	13.65			1066.8 / 64 =	16.67
C-8						
C-9						
C-10						
Σ		624		806		762

SPEED	
60 MPH	0.7
50 MPH	1.0
40 MPH	1.4
30 MPH	2.2
20 MPH	3.5

RIDEABILITY RATING

Card 2 1

Direction of Travel (+ Or - Mile Posts) +

Speed (40)

Highway Name St. Paul - Woodburn Sec.

Travel Name South Bound

-11-

Date 10-7-77

Highway Number 140 4

	Meter Reading	Extension	Meter Reading	Extension	Meter Reading	Extension
M.P.	27 7	18.3 ~~19.8~~	28 13	14.8 ~~16.6~~	29 19	11.0 ~~7.8~~ 22
$D^2 = \frac{(\Sigma)(S.F.)}{64}$		337 10		324 16	311	311
C-1		288		184		148
C-2		174		117		39
C-3		36		44	1	4
C-4		835		10		502
C-5				679		
C-6						
C-7					$\frac{702.8}{64}$ =	
C-8	$\frac{1169}{64}$ =	18.3	$\frac{950.6}{64}$ =			
C-9						
C-10						
Σ						

$\frac{864 \times 1.4}{64} = \frac{1209.6}{64} = 18.9$

	Meter Reading	Extension	Meter Reading	Extension	Meter Reading	Extension
M.P.	30 25	18.9	31 31	12.3	32 37	8.9
$D^2 = \frac{(\Sigma)(S.F.)}{64}$		319 28		280 34		261 40
C-1		204		124		80
C-2		186		96		54
C-3		54		64		8
C-4		15		564		5
C-5		6				408
C-6		864	$\frac{789.6}{64}$ = 12.3			
C-7					$\frac{408 \times 1.4}{64} = \frac{571.2}{64}$	
C-8						=(8.92
C-9						
C-10						

835
679
502
864
564
408
610
600
612

5674

$\frac{(5674)(1.4)}{(64)(9)} = \frac{7943.6}{576} = 13.79$ Acc.

Use 13.8 SB

	Meter Reading	Extension	Meter Reading	Extension	Meter Reading	Extension
M.P.	[illegible] 43	13.3	[illegible] 49	13.1	[illegible] 55	13.4
$D^2 = \frac{(\Sigma)(S.F.)}{64}$		253 46		337 52		353 58
C-1		148		150		147
C-2		141		93		105
C-3		68		20		12
C-4		610		600		612
C-5						
C-6	$\frac{854}{64}$ =	13.3	600 x 1.4 =	840	$\frac{856.8}{64}$ =	13.39
C-7			$\frac{840}{64}$ =	13.12		
C-8						
C-9						
C-10						
Σ						

8504

8

October 7, 1977

Mr. Thomas O. Edick
Regional Engineer
Federal Highway Administration
1000 North Glebe Road
Arlington, Virginia 22201

THROUGH Glen L. Green

Dear Mr. Edick:

Demonstration Project No. 39
Evaluation of Recycled Asphalt Pavement
St. Paul-Woodburn Section

[illegible]

Enclosed are two signed copies of the amendment to Contract No. DOT-FH-220, increasing the contract amount by $8,000 to a total not to exceed $58,000.

Please furnish a fully executed copy for our files.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

Enc.

bc F. B. Klaboe
D. H. Moehring
E. S. Hunter
C. T. Keasey
John Sheldrake
J. H. Versteeg
John Jenkins
Loren Weber
V. E. Skoog

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION FIFTEEN
1000 North Glebe Road
Arlington, Virginia 22201

September 28, 1977

IN REPLY REFER TO: HDP-015

Mr. Robert A. Burco
Director, Department of Transportation
State Highway Building, Room 307
Salem, Oregon 97310

Through:
Mr. Glen L. Green
Division Administrator
Salem, Oregon

Dear Mr. Burco:

Contract No. DOT-FH-15-220 between Oregon and FHWA Region 15, for the construction and evaluation of a recycled asphalt pavement, is amended to increase the contract amount by $8,000 to a total not to exceed $58,000.

Two copies of Amendment No. 1 are enclosed for your signature. Please return both copies to this office for endorsement. One executed copy will be returned for your files.

Any questions concerning this amendment may be directed to Mr. Douglas Brown, 703-557-0522, of this office.

Sincerely yours,

for Thomas O. Edick
Regional Engineer

Enclosure (2)

cc:
RFHWA L. E. Lybecker, Region 10, Portland, Oregon HRA-10
Attn: J. Hallin, HCM-10

RECEIVED
STATE HWY ENGR
OCT 6 '77
REFER TO
FOR

Info	Inves	R/D	D/S	Sgn	Act	File

RECEIVED
DOT OPERATIONS
OCT 4 '77
REFER TO
FOR

Info	Inves	R/D	D/S	Sgn	Act	File

STANDARD FORM 30, JULY 1966
GENERAL SERVICES ADMINISTRATION
FED. PROC. REG. (41 CFR) 1-16.101

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

PAGE 1 OF 1

1. AMENDMENT/MODIFICATION NO. One (1)
2. EFFECTIVE DATE 9/23/77
3. REQUISITION/PURCHASE REQUEST NO.
4. PROJECT NO. *(If applicable)* 37

5. ISSUED BY CODE
U.S. Department of Transportation
Federal Highway Administration
1000 N. Glebe Road
Arlington, Virginia 22201

6. ADMINISTERED BY *(If other than block 5)* CODE

7. CONTRACTOR NAME AND ADDRESS CODE FACILITY CODE
(Street, city, county, state, and ZIP Code)
Oregon Dept. of Transportation
State Highway Bldg., Room 307
Salem, Oregon 97310

8.
☐ AMENDMENT OF SOLICITATION NO.
DATED *(See block 9)*
☒ MODIFICATION OF CONTRACT/ORDER NO. DOT-FH-15-220
DATED *(See block 11)*

9. THIS BLOCK APPLIES ONLY TO AMENDMENTS OF SOLICITATIONS

☐ The above numbered solicitation is amended as set forth in block 12. The hour and date specified for receipt of Offers ☐ is extended, ☐ is not extended.

Offerors must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation, or as amended, by one of the following methods:

*(a) By signing and returning ____ copies of this amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKOWLEDGMENT TO BE RECEIVED AT THE ISSUING OFFICE PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If, by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided such telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

10. ACCOUNTING AND APPROPRIATION DATA *(If required)*

957-15-78-1C-1060-0039

11. THIS BLOCK APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS

(a) ☐ This Change Order is issued pursuant to ____
The Changes set forth in block 12 are made to the above numbered contract/order.
(b) ☒ The above numbered contract/order is modified to reflect the administrative changes (such as changes in paying office, appropriation data, etc.) set forth in block 12.
(c) ☐ This Supplemental Agreement is entered into pursuant to authority of ____
It modifies the above numbered contract as set forth in block 12.

12. DESCRIPTION OF AMENDMENT/MODIFICATION

1. Amended to change amount of contract from $50,000 to $58,000.

2. Under ARTICLE IV - CONSIDERATION AND PAYMENT, the amount is changed from $20,000 to $28,000. This change will provide funds for the evaluation of an additional section of recycled pavement using excess material from the original project. The additional section shall be evaluated in accordance with the work plan attached to the contract.

Except as provided herein, all terms and conditions of the document referenced in block 8, as heretofore changed, remain unchanged and in full force and effect.

13. ☐ CONTRACTOR/OFFEROR IS NOT REQUIRED TO SIGN THIS DOCUMENT ☒ CONTRACTOR/OFFEROR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN 2 COPIES TO ISSUING OFFICE

14. NAME OF CONTRACTOR/OFFEROR
BY ____
(Signature of person authorized to sign)

17. UNITED STATES OF AMERICA
BY ____
(Signature of Contracting Officer)

15. NAME AND TITLE OF SIGNER *(Type or print)*
R. S. Coulter
State Highway Engineer

16. DATE SIGNED 10-7-77

18. NAME OF CONTRACTING OFFICER *(Type or print)*
Thomas O. Edick

19. DATE SIGNED

#8504 9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 16, 1977

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Kluherz
Gen. Loan Officer

Re: Babler Bros., Inc.

The retainage requirement on contract 8343 has been reduced to $30,000. This releases $65,000. In accordance with a phone conversation with Mr. Richards of Babler Bros. on Sept. 12th, 25,000 will be applied to contract 8527 and the balance will be converted to cash.

We have received Safekeeping receipt 144688 for TCD 324871 in the amount of $95,000 and TCD 324872 in the amount of $25,000 both maturing October 12, 1977. These replace TCD 324795 in the amount of $65,000 and TCD 324796 in the amount of $95,000.

In addition Mr Richards indicated by memo of Sept. 2nd that the $5,000 released on contract 8375 whould be applied to contract 8504.

Summary:

Contract	Prior Allocation	Change	New Allocation
8343	$ 95,000	$ (65,000)	$ 30,000
8375	5,000	(5,000)	--
8439	15,000	--	15,000
8504	45,000	5,000	50,000
8527	25,000	25,000	50,000

Vernon E. Skoog
Controller

NOTED
C. W. HEAD

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Babler Bros.,Inc.

bc: C.W . Head
R. Church
C.W. Barrett, Jr(Att.)

8504

8

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
John Sheldrake
D. H. Moehring
V. E. Skoog
George Bell

DATE: September 9, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Contract No. 8504
St. Paul-Woodburn Section

This federal-aid project is just being completed and a 19.9 percent overrun is anticipated. This is the special project that utilizes salvaged and stockpiled asphalt concrete pavement, recycled into a new asphalt concrete mix to overlay a section of the Hillsboro-Silverton Secondary Highway. The contractor is Babler Bros., Inc.

A large part of the overrun occurs in three bid items for the mix components. Basically this involves the proportion of additional 3/4"-#10 aggregate which was put with the recycled pavement to make a new asphalt concrete mix. A higher percentage of this new material was added in order to keep the paving plant emissions within the allowed limits. Because of this, the planned 8.17-mile overlay did not use all the old stockpiled asphalt concrete. When this became apparent, an extension of the project was requested and approved by the Federal Highway Administration in order to completely use up the available salvaged material. A 2½-inch overlay was added on about 2.4 miles north from St. Paul at bid prices. This cost approximately $101,000 and the added rock and asphalt on the original project mix cost another $77,000.

One other comparatively large item was a complete addition to the contract. This was for the extension of both ends of the box culvert at Case Creek to better conform to the new wider pavement on a curve. This culvert was extended by price agreement at a cost of $36,000.

Your approval is requested for an increase of $213,845.05 to a new total project authorization of $1,289,092.00. This item will be on the Consent Calendar for your September 22 meeting.

JAB:fr ia

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 8, 1977

FILE: CON 5 #8504

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: St. Paul-Woodburn
Contract No. 8504
Request for Increase in
Project Authorization

This project is just being completed and a 19.9 percent overrun is now anticipated. This is the special project that utilizes salvaged and stockpiled A.C. pavement, recycled into a new A.C. mix to overlay a section of the Hillsboro-Silverton Secondary Highway. Babler Bros., Incorporated is the contractor.

A large part of the overrun occurs in just three bid items for the mix components. Basically this involves the proportion of additional 3/4 - #10 aggregate which was put with the recycled pavement to make a new A.C. mix. Plan quantities anticipated 10 percent of this, but as actually performed, it averages about 25 percent new added aggregate. This was done to hold the paving plant emissions within the intended limits. Because of this, the planned 8.17 mile overlay did not use all the old stockpiled A.C. When this became apparent, an extension of the project was requested and approved by FHWA in order to completely use up the available salvaged material. A 2½-inch overlay was added on about 2.4 miles north from St. Paul at bid prices. This cost about $101,000 and is included in the $182,000 accumulated overrun shown for bid items 17, 18, and 19 which make up the A.C. mix.

One other comparatively large item was a complete addition to the contract. This was for the extension of both ends of the box culvert at Case Creek. This was intended to be in the project and was in the original design which was subsequently down-scoped and omitted before it was contracted. The new overlay pavement is normally three feet wider on each side than the existing pavement. This accentuated a bottleneck at an existing box culvert which is located on a sharp curve. This culvert was extended by price agreement at a cost of $36,000.

Since most of the overrun work on the contract was at bid prices, we did not have to go to PCRB for any exemption. A rough draft letter to the Transportation Commission is attached requesting an increase of $213,845.05 to a new total project authorization of $1,289,092.00.

JAB:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
SEP 8 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

#9504 9-1-77 9

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-75(1)

STATE PROJECT NO. See below

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70117

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 12 '77
REFER TO
FOR
Info Dates R.D. D/R Sign Act File

DATE PS & E APPROVED 1-5-77

DATE AUTHORIZATION EFFECTIVE 9-1-77

FEDERAL ROUTE NUMBER Primary 75

STATE ROUTE NUMBER Secondary 140

GENERAL LOCATION:

"Yamhill County Line - WCL Woodburn"

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program change

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-31-77 letter, I concur that it is in the public interest to make the following program change:

1. Project Location and Termini: Change to read "Yamhill County Line to WCL Woodburn

2. Miles: Change to read 12.97

It is understood the above program change permits the use of available salvaged asphalt concrete material as a recycleable item. The additional work will be accomplished by the present contractor by Price Agreement at a TEC of $109,600 - F.F. $94,036.

DATE 9-1-77

SIGNATURE OF APPROVING OFFICIAL G. K. Hass

TITLE For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#8504

8

FORM 81-734-30

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon 97310

August 31, 1977

FROM: John C. Jenkins
Engineer of Materials & Research
By
James E. Wilson, Jr. JEWilson
Asst. Engineer of Materials & Research

SUBJECT: Request to FHWA for Extension of Contract for Demonstration Project No. 39

TO: E. S. Hunter
Technical Services Engineer

Enclosed is a rough draft proposal to Mr. G. Green requesting FHWA extension of our existing contract for Demonstration Project No. 39. The proposal has been discussed with Paul Reidel and he indicates from his telephone conversation with the Washington, D.C. office that approval of the proposal is favorable.

JEW:gs

cc: H. S. Coulter
D. H. Moehring
C. T. Keasey
J. Sheldrake
L. Weber

RECEIVED
STATE HWY ENGR
SEP 1 '77
REFER TO
FOR
Info [illegible] R/D [illegible] Sig Act File

ROUGH DRAFT

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

August 31, 1977

Mr. G. L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Subject: Extension of Contract for Demonstration Project No. 39

Dear Mr. Green:

Request is made for an extension of Contract No. DOT-FH-15-220 for Demonstration Project No. 39, Evaluation of Recycled Asphalt Pavement to be produced and placed on the St. Paul-Woodburn section of the Hillsboro-Silverton Highway. The contract extension is required to provide funds for the study of approximately 8000 tons of paving which will be produced from stockpiled pavement remaining after completion of the current project. Funding requested is $8000.

It is planned that the additional tonnage of recycled asphalt pavement mix will be used in paving a 2.5 inch nominal thickness for a 4.8 mile continuation from the west end of the current contract project towards Hillsboro. Since the design requirement for the current and planned overlay is six inch thickness, we feel that the section of reduced thickness provides an opportunity through our existing work plan evaluation to better determine the capability of recycled asphalt concrete pavement.

Very truly yours,

Form 81-734 [illegible]

8504

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 12, 1977

U.S. National Bank
Citizens Branch
PO Box 14729
Portland, OR 97214

Attention: Don Kluherz
Gen. Loan Officer

Re: Babler Bras.,Inc.

We received safekeeping receipt 144688 for TCD 324795 in the amount of $65,000 and TCD324796 in the amount of $95,0 00 both maturing September 9, 1977. These replace TCD 324716 in the amount of $65,000 and TCD 324717 in the amount of $95,000.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8081	$ 35,000	(35,000)	-0-
8343	95,000	-0-	95,000
8375	30,000	-0-	30,000
8439	15,000	-0-	15,000
8504	10,000	35,000	45,000
	$185,000	-0-	$185,000

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Executive

cc: Babler Bros.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

8504

[illegible] 8
[illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 4, 1977
Salem, OR 97310

FILE: ROW 18-2

on Boyds Sept
27
held 1 mo

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Commission Services

BUILDING

SUBJECT: Construction-Maintenance Agreement
Crossing No. 3E-056.60
St. Paul-Woodburn Section
Hillsboro-Silverton Highway
Marion County
Contract No. 8504
ODOT Agreement No. RR-872

The State's fully executed counterpart of the Construction-Maintenance Agreement between the Oregon Electric Railray Company and the Oregon Department of Transportation, Highway Division has been handed to Velda DeGuire for processing, after which it will be forwarded to your office for your files. Distribution of conformed copies has been made as indicated below.

The Construction Division will be responsible for monitoring the railroad's activities at the crossing and for approving the final bill upon presentation by the railroad. The Accounting Section will be responsible for auditing the final bill. Section heads should review the agreement to fully understand the responsibilities their sections must bear under the terms of this agreement.

JEC:db

cc: J. B. Boyd-w/original and copy agreement
G. L. Green-w/copy agreement
E. S. Hunter
D. E. Swan-w/2 copies agreement
C. T. Keasey-w/copy agreement
V. E. Skoog-w/copy agreement
Cliff Laux-w/copy agreement
John Sheldrake-w/copy agreement
Loren Weber-w/copy agreement
J. L. Sollis

See RR
872 -
Ore Electric
Railway Co -

#8504 8-4-77 8

NOTICE

On August 10, 1977 the Oregon Highway Division will have a tour of their recycled asphalt project near Woodburn. The project is to recycle stockpiled asphaltic concrete in a Boeing Plant for placement on the highway between Woodburn and St. Paul. State officials and a Boeing representative will be at the site. The program will begin at 10:30 a.m. at the plant site near St. Louis.

copy 5 [illegible]

Routing
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes
RECEIVED
AUG 4 1977
CONSTRUCTION SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer

8-4-77

Note: This notice circulated by FHWA after arranging tour thru OSHD construction section. Region 2 will host this tour.

D B Jackmond

NOTED [illegible]

K

RECEIVED
STATE HWY ENGR
AUG 4 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

#8504

8

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
[illegible]
Salem, Oregon 97310
Telephone: (503) 378-6313
211 Transportation Building

August 2, 1977

Mr. H. S. Coulter
State Highway Engineer
129 Transportation Building
Salem, OR 97310

RE: PUX 1139 SXF 913

Dear Mr. Coulter:

Enclosed is a copy of Order No. 77-501 issued by the Public Utility Commissioner on July 29, 1977, relative to the above-subject matter.

Very truly yours,

JAMES A. REDDEN
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:sjb
enclosure
cc: C. R. Burghart
E. S. Hunter
C. T. Keasey
R. L. Schroeder
John Sheldrake (2)
L. E. George (2)
James E. Chidsey
R. A. Kuehn
R. P. Hamilton
Jim Kinns

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
AUG 3 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ORDER NO. 77-501

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 913

In the Matter of the Application)
of the State of Oregon, by and)
through its Department of Trans-)
portation, Highway Division, for)
the authority, pursuant to ORS)
763.030, to alter a grade crossing) ORDER
of Hillsboro-Silverton Highway and)
Oregon Electric Railway Company)
(Burlington-Northern), Beaverton-)
Eugene Branch, near West Woodburn,)
Marion County, Oregon.)

On March 24, 1977, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking the authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of Hillsboro-Silverton Highway, a road under the jurisdiction of Marion County, and the main line, siding track and right-of-way of Oregon Electric Railway Company (Burlington-Northern, Inc.), Beaverton-Eugene Line, near West Woodburn, Marion County, Oregon.

Applicant proposes to widen the existing highway surface at the crossing from 20 feet to 26 feet, thereby necessitating the repositioning of automatic signalization at the crossing, consisting of Standard No. 2 flashing light signals equipped with gongs and Standard No. 4 automatic gate signals. The asphalt paving will be "feathered" to meet the existing track elevation through the crossing area. Guard rail will be installed at appropriate locations on each side of the crossing adjacent to the automatic signals.

By letter dated May 3, 1977, applicant amended the application to provide for the repositioning of the existing grade crossing protection devices.

By letter dated June 29, 1977, applicant further amended the application to clarify the positioning of the relocated grade crossing protection devices and guard rail to be placed adjacent to said protection devices.

Copies of the application, amendments and responses thereto were duly served upon Oregon Electric Railway Company (Burlington-Northern, Inc.), Marion County, City of Woodburn, and applicant. No objection by any party has been made to the granting of the application as amended.

Due consideration has been given to all representations in the amended application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the amended application, the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) The authority to alter the crossing as requested herein is hereby granted.

(2) Applicant shall:

(a) Bear 100% of the cost of repositioning the existing automatic signals;

(b) Construct the crossing to accommodate a paved roadway width of 26 feet, including one-foot shoulders on each side of the two 12-foot travel lanes, and bear all the cost thereof;

(c) Furnish, install and maintain modified rural-type guard rail on each side of the crossing adjacent to the repositioned automatic signals with 14 feet of clearance from the roadway centerline to the face of the guard rail;

(d) Furnish, install and maintain standard advance warning signs and advance warning pavement markings at appropriate locations on both approaches to the crossing, and bear all the cost thereof;

(e) Maintain that part of the crossing lying outside lines drawn two feet outside each rail, and bear all the cost thereof; and

(f) Notify the Commissioner upon completion of its portion of the project.

(3) Oregon Electric Railway Company shall:

(a) Subject to reimbursement as provided herein, reposition the existing automatic signal devices to appropriate locations on each side of crossing (to be located 19 feet from roadway centerline);

(b) Maintain the automatic signalization referred to in paragraph (3)(a) above and maintain that part of the crossing lying between lines drawn two feet outside each rail, and bear all the cost thereof; and

(c) Notify the Commissioner upon completion of its portion of the project.

Made, entered and effective July 29, 1977.

Charles Davis
CHARLES DAVIS
Public Utility Commissioner

8504

1/5/9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

June 28, 1977

Babler Bros.,Inc.
4617 S.E. Milwaukie
Portland, OR 97202

Attention: R.A. Richards,
Office Manager

Re: Contracts 8192 and 8504

In accordance with your memo of June 23, 1977 the $10,000 currently deposited on contract 8192 (released by our letter of June 20, 1977) is being applied to contract 8504.

Vernon E. Skoog
Controller

by____________________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: U.S. National Bank

BC: C.W. Head
R. Church
C.W. Barrett,Jr.(Att.)

NOTED
C. W. HEAD

8504 6 21 77 1/8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

RAL AID PROJECT NO.
F 75(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Marion

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70117

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 30 '77
REFER TO
FOR

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1-5-77	6-14-77	Primary 75	Secondary 140

GENERAL LOCATION:

"St. Paul-Woodburn Section"

GENERAL DESCRIPTION OF WORK:

Relocate RR Crossing Gates and Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~
~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's June 17, 1977 letter, you are authorized to proceed with the work covered by the Agreement with Burlington Northern, Inc., approved by the Highway Division on 6-14-77 at a total estimated cost of $2,053-Federal Funds $1,761.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-21-77	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED
☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Form A-105—5M 8504

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 6

Project Name St. Paul-Woodburn

Date June 17, 1977

Highway Hillsboro-Silverton

Contract No. 8504

F. A. Project No. F-75(1)

County Marion

Prefix 124-1016

Account No. 276-06

Description of Work To Be Done:

Furnish & install permanent traffic signs

Location by Station Numbers:

Entire project

Estimate of Quantities and Costs:

Material	$6000.00
Labor	3600.00
Equipment	2400.00
Total	$12000.00

Explanation:

Work to be done by State Forces as provided by drawings for the project, Copies of which are attached. Funds provided in the project authorization. Authority letter from Mr. George to Mr. Sheldrake 1/6/77.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,075,246.93	
Present estimate of project cost, including $ 12,000 for work under this order	$1,075,246.93	
Expected under-run over-run (amount)	$ -0-	
Expected under-run over-run (per cent)	-0-	

Space to right of this line is for use of Salem Office

Submitted by: Loren Weber Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: ~~Deputy State Highway Engineer, Assistant State Highway Engineer or Office~~ Engineer.
Construction

State Printing

#2504 77 g

STATE COPY

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (Coulter ~~E Hunter~~)

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Marion		DIVISION Oregon
DATE OF INSPECTION 6-16-77	INSPECTION MADE BY P. V. Riedl, Area Engineer			PROJECT NO. F-75(1)
IN COMPANY WITH Loren Weber, Resident Engineer				
LOCATION State Road 219 & 214-East City Limits of St. Paul to West City Limits of Woodburn, Oregon.				
CONTRACTOR NAME AND ADDRESS Babler Bros Inc., 4617 S.E. Milwaukie Ave., Portland, Oregon				
AWARD DATE 4-11-77	CONTRACT AMOUNT $939,462.00	TIME ALLOWED 165 days	TIME STARTED 4-23-77	WORK STARTED 5-17-77
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 35	WORK COMPLETED	

REMARKS

REFER TO

HILLSBORO-SILVERTON HIGHWAY
ST. PAUL-WOODBURN SECTION
Grading and Paving

The project is located on the St. Paul to Woodburn Section of the Hillsboro to Silverton Highway.

The work consists of 8.17 miles of roadway widening and the placement of recycled asphalt concrete pavement over this section of roadway.

Scope of Inspection
The inspection covered a review of the construction work accomplished to date, contract administration and the process established in handling and evaluation of the recycling of the asphalt pavement.

Work Completed
The contractor began work on the 6th of June. This work consisted in the grading of the haul road into the St. Louis storage area. Also the contractor has been installing culvert extensions throughout the project.

Work in Progress
The contractor was grading the St. Louis haul road and installing culvert extensions sta. 422 to 448.

Findings and Recommendations:

This project was set up to utilize approx. 50,000 tons of asphalt originally planned to be wasted. This material was used as a detour on the Interstate project from Salem,to Woodburn. This existing Interstate roadway was widened approximately 32 feet for the purpose of carrying traffic while two lanes of PCC pavement were being constructed over the existing pavement. After the third PCC lane was constructed, along with a 10 foot shoulder, approximately 8 feet of the widening extending beyond the final shoulder width was removed as excess. This removed material is class "B" asphalt concrete averaging 5 inches in thickness. The removed asphalt concrete is stored at St. Louis angling ponds through agreements and cooperation with Marion County and the State Fish and Wildlife Commission.

Negotiations were developed to utilize this material in some useful way as a means of conservation of energy, dollars and natural resources. It was decided to reuse this material in a re-cycled asphalt project. The location chosen for this demonstration project was on the road from Woodburn to St. Paul in Marion County.

The existing highway has an asphalt concrete pavement varying between 20 and 24 feet in width with a predominate width of 22 feet.

The proposed reconstruction will provide two 12 foot lanes having 1 variable to 2 foot paved shoulders on each side making a 26 foot to 28 foot roadway. Except for the minor easing of several sharp curves, the overlay will follow the existing alignment.

The shoulder is to be cut vertical at the edge of the existing pavement to a depth of 4 inches to the desired width and back filled with asphalt concrete; then a 6 inch overlay of multiple courses with recylced aspahtl concrete over the complete roadway.

The project has been set up for 165 calendar days. The contractors schedule furnished at the pre-construction conference is as follows:

May 16 thru May 20, 1977	Grade and lime treat haul road.
May 23 thru June 24, 1977	Lay pipe, perform excavation and clearing, haul and place a portion of the aggregate shoulder material in the cut out. Place penetration wearing course on County Road 521.
June 13 to June 24, 1977	Erect recycling plant.

June 27 to July 1, 1977	Testing and operation of plant. All mix produced during this work to be placed in cut out areas.
July 5 to Aug. 9, 1977	Full plant and paving operations.
Aug. 10 to Aug. 31, 1977	Finish shoulder rock and cleanup work.

This schedule is based on the assumption that grading operations will be allowed to proceed on both sides of the road using shoulder aggregate to backfill the cut out.

In order to evaluate the re-cycling program, the Demonstration Projects Division of Region 15 FHWA has provided $50,000 to assist in the engineering costs and the extra costs of providing special equipment or equipment modifications to crush and remix the salvaged pavement.

The contractor has started grading on the haul road and found the original design did not adequately stabilize the roadway. The lime placement for stabilizing the haul road has been increased and also approx. a 10" lift of surfacing material has been incorporated in order to provide a stabilized roadway. Price agreements are being prepared for this added work.

In order to provide for mailbox pullouts and driveway extensions, the culverts in these areas have been extended under Price Agreement No. 2 for approx. $20,000.

For safety purposes it was decided to modify the abrupt pavement edge to provide for asphaltic mix in lieu of aggregate shoulder material for approx. $7,700 under Price Agreement No. 4.

The deck sealing for the structures will be eliminated and a heavy tack coat with a thin A.C. overlay will be placed on these bridges.

In order to assure strict compliance with the DEQ Air Quality standards a trainee has been set up to monitor the stack emissions.

The contract has been set up to provide for one trainee; this project, then, will have a laborer trainee. The EEO officer for the project will be Gail Schwiesow.

To date the crew assigned to the project is adequate to handle the work; however, it appears that they could use 6-7 more engineers to effectively inspect and administer the contract.

6-16-77

The contractor has placed the necessary traffic control signs throughout the project. They plan to use a pilot car to handle traffic while placing the asphaltic pavement.

Materials incorporated into the project so far~~e~~ are in conformance with the specifications. The contractor plans to obtain the shoulder aggregate from the Tex Hill Quarry near Newberg and the additional paving aggregate from the Timmons Quarry near McMinnville.

8504

OREGON STATE HIGHWAY DEPA

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 5

Project Name St. Paul-Woodburn Date June [illegible], 197

Highway Hillsboro-Silverton Contract No. 504 F. A. Project No. F-75(1

County Marion Prefix 124-1016 Account No. 284-05

Description of Work To Be Done:

Payment to Marion County for materials to be used in extension of survey monuments.

Location by Station Numbers:

Entire project as needed.

Estimate of Quantities and Costs:

Materials $581.90

FHWA-ORE DIV APPROVED EFFEC. 6/22/77

Explanation:

Materials to be furnished by the County Surveyors office to be used to raise the monuments in the roadway. Partial funds were provided in the project authorization

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,075,246.95
Present estimate of project cost, including $581.90 for work under this order	$1,075,246.95
Expected under-run / over-run (amount)	$ -0-
Expected under-run / over-run (per cent)	-0-

Space to right of this line is for use of Salem Office

Submitted by: Loren Weber
Loren Weber
Resident Engineer

Approval Recommended: Robert R. Royer
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved:
6-22-77
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer~~
Construction ~~Office~~ Engineer

Form A-105—5M 8504

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name St. Paul-Woodburn

Date June 13, 1977

DOT-FH-15-22

Highway Hillsboro-Silverton

Contract No. 8504

F. A. Project No. ~~F-75(1)~~

County Marion

Prefix 124-1016

Account No. 900-04

Description of Work To Be Done:

Evaluation documentation of the asphalt recycling process.

FHWA-[illegible] EFFEC. 6-22-77

Location by Station Numbers:

Entire project

Estimate of Quantities and Costs:

Engineering (Labor)	15,000.
Laboratory Testing	3,400.
DEQ monitoring	1,600.
Total	$20,000.

Explanation:

This covers the charges to be made to the evaluation phases of the project. The Federal contract number is DOT-FH-15-220. The accounting and appropriation data number is 956-15-78-1C-1060-0039.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account number, assigned to state force work on contract job.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization 1,075,246.95

Present estimate of project cost, including:

$ 20,000 for work under this order $ 1,075,246.95

Expected under-run over-run (amount) $ -0-

Expected under-run over-run (per cent) -0-

Submitted by: Loren Weber Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended:

~~Engineer or~~ Office Engineer.

State Printing

8504

bc: R. L. Schroeder
J. H. Versteeg
C. T. Keasey
J. L. Sollis
J. B. Boyd
John Sheldrake
Loren Weber

ROW 18-2

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 3, 1977

Burlington Northern, Inc.
1101 N.W. Hoyt Street
Portland OR 97207

ATTN: Dick Osborn

Crossing No. 3E-054.60
St. Paul-Woodburn Section
Hillsboro-Silverton Highway
Marion County

Dear Sir:

With the existing location of the grade crossing protection devices at the grade crossing of the Hillsboro-Silverton Highway and the Oregon Electric Railway Company in West Woodburn being extremely close to the existing highway, and the Highway Division proposing to widen the ~~Beaverton-Hillsdale~~ Hillsboro-Silverton Highway, it is felt necessary that the grade crossing protection devices be relocated. In conformance with items discussed in our meeting of April 27, 1977, it is requested that the Oregon Electric Railway Company relocate these grade crossing protection devices to a point six feet outside the shoulder of the widened highway which would place them at 19 feet from the roadway centerline. In as much as the Highway Division is widening the highway, requiring the relocation of these signals, the Oregon Department of Transportation, Highway Division will pay all costs incurred by the Oregon Electric Railway Company in the relocation of these signals.

The Oregon Department of Transportation, Highway Division has filed an application with the Public Utility Commissioner's office allowing for the alteration of the grade crossing due to the widening. A revision has been requested from the OPUC to include the relocation of the grade crossing protection devices.

If there is any further information you require regarding this matter, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:db

cc: Burlington Northern, Seattle
Burlington Northern, St. Paul

Form 81-734-3123

8502

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~106 State Office Building~~
Salem, Oregon 97310
Telephone: (503) 378-6313

211 Transportation Building

March 23, 1977

Mr. Roger P. Campbell
Administrator
Railroad Division
Labor & Industries Building
Salem, OR 97310

RE: PUX 1139

Dear Mr. Campbell:

Enclosed is an original and eight copies of the Application of the Department of Transportation, Highway Division, in the above-subject matter.

Two of the copies are for service upon Oregon Electric Railway Co. (Burlington Northern, Inc.,)one copy for service upon Marion County, one copy for service upon City of Woodburn, and four copies are for use by your office.

Very truly yours

JAMES A. REDDEN
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:sjb
enclosures
cc: H. S. Coulter
John Sheldrake
C. T. Keasey
D. E. Swan
James E. Chidsey

COULTER

RECEIVED
STATE HWY ENGR
MAR 24 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sec	Act	File

PUC Docket No. XF

PUC Crossing No. 3E-054.60

DOT-AAR Crossing No. 58353 B

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with
a proposed railroad-highway crossing project

Formal Title:

In the matter of the application of State of Oregon, by and through its
(name of applicant)

Department of Transportation, Highway Division

for the authority, pursuant to ORS 763. 030
(020/030/040), to

alter
(construct/alter/change protection at/relocate/close)
a grade
(grade/separated)
crossing

of Hillsboro-Silverton Highway
(name of street or highway)

and Oregon Electric Railway Co. (Burlington Northern),
(name of railroad company)

Beaverton-Eugene Branch,
(name of railroad main or branch line or other trackage)

near
(in/near)
West Woodburn,
(name of city/town/rail station)
Marion
(name of county)
County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected-

State Grade Crossing Protection fund.
Estimate of dollar cost to fund: $

Federal-Aid Highway System funds.*

Federal Aid Primary

Other Federal Funds, such as "Safer Roads Demonstration Program" Funds.*

None of above.

*If Federal Fund assistance is expected, please give appropriate Federal statutory provision.

Form AX-1/75

Title Page

BEFORE T PUBLIC UTILITY COMMISSIONER OF REGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) __X__ Alteration/relocation or an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) _____ Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See 6 above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing. (Simplified form AS-1/75 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under 5 above.)

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form AS-1/75 may be used if this is all that is involved. Otherwise, answer as indicated under 5 above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) _____ Other (please specify)______________________________

____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE REA[illegible] N[illegible] AT BOTTOM OF PRECEDING PAGE B[illegible]ORE COMPLETING THIS FORM.

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation, Highway Division

   Address: ODOT Building, Salem OR 97310

2. Statutory authority under which this application is made: 763.030
   (ORS 763.020/030/040)

   Note: If a new grade crossing is proposed -- ORS 763.020; if an existing crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

   Railroad milepost 54.56

   City

   Nearest railroad station West Woodburn

   County Marion

   The proposed project is to be in the NE 1/4 of the NW 1/4 of Section 11, Township 5S, Range 2W, W.M.

4. Name of public highway involved in this project:

   Hillsboro-Silverton Highway

   Name of public authority with jurisdiction over this highway:

   Oregon Department of Transportation, Highway Division

5. Name of railroad involved in this project: Oregon Electric Railway Co.
   (Burlington Northern, Inc.) Beaverton-Eugene Branch
   (include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

   a. Oregon Electric Railway Co. (Burlington Northern, Inc.)
   b. Oregon Department of Transportation, Highway Division
   c. Marion County
   d. City of Woodburn
   e.
   f.

   Have you served each of these parties with a copy of this application? No
   (yes/no)

   If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including its purpose).

Widen the existing highway surface from 20' to 26'. The asphalt paving will be feathered to meet the existing track elevation.

8. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes If yes, why? To provide a more adequate roadway for the motoring public.

9. Is the crossing involved (to be) a separated crossing? No.

Section II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? No

If no, why not? Lack of necessary funding.

11. Physical description of the crossing:

a. The Highway

(1) Alignment---Describe the highway alignment for 1000 feet on each approach, both before and after the project:

Tangent on N.W. Approach
Tangent on S.E. Approach 750' from track then on 24° Curve right.

(2) Width---The highway is 20 feet wide at the crossing at present; after completion of the project, it will be 26 feet wide at the crossing; consisting (from E (N or E) to W (S or W)) of:

At Present--		After Completion--	
Shoulder* of	0 feet	Shoulder of	1 feet
2 lane(s) at	10 ft. each	2 lane(s) at	12 ft. each
Median of	-- feet	Median of	-- feet
___lane(s) at	-- ft. each	___lane(s) at	-- ft. each
Shoulder of	-- feet	Shoulder of	1 feet

Explanation, if necessary:

* If highway is curbed to crossing, "shoulder" is assumed to mean "parking area".

(3) Surface---	At Present:	After Completion:
Type of surface on traveled way:		
on approaches	Asphalt	Asphalt
at crossing	Asphalt	Asphalt
Type of surface on shoulders:	None	Asphalt
Condition of surface:	--	
on approaches	Fair	New
at crossing	Fair	New
Is the highway curbed on the approaches?	No	NO

(4) Gradient, going toward crossing on---	At Present:	After Completion:
E (N or E) approach	+ 0.8 %	+ 0.2 %
W (S or W) approach	± 0.0 %	± 0.0 %

(5) Nearest public [illegible]dway intersection on each appr[illegible]ch---

(a) E (N or E) approach 980 ft; ADT 1,200

(b) W (S or W) approach 14,800 ft.; ADT 800 (est.)

Name of road or highway:

(a) Woodburn-Broadacres Rd.

(b) Johnston-Arbor Grove Rd.

Public authority with jurisdiction over road or highway:

(a) Marion County

(b) Marion County

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties of interest in this matter--see Item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) No (yes/no); (b) No (yes/no)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, and if costs of same are to be partially borne by the railroad and/or the State Grade Crossing Protection Account, they should also be listed under Item 14 herein.)

b. The Railroad

	At Present:	After Completion:
(1) Number of tracks--	2	2

Name of each track from E (N or E) to W (S or W):

Siding, Mainline

(2) Angle of intersection--- 81°

If more than one track-highway angle exists, please give details track by track:

(3) Alignment---Describe the alignment of the railroad track(s) for 1000 feet in each direction, both before and after the project:

Tangent

(4) Nearest switch---	At Present:	After Completion:
N (N or E) of crossing:	1,000+ ft	1,000+ ft
S (S or W) of crossing:	700 ft	700 ft

(5) Rail through crossing--- N/A	At Present:	After Completion:
Weight of rail (lbs/yard):		

Year installed: ______________ Year manufactured: ______________

If any rail renewal is to be done as part of this project, please give details below and include the number of compromise joints to be charged to the party or parties responsible for paying crossing construction costs:

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume:

At Present: 1,550 ; After Completion: 1,550 ;

Expected 5 years after completion: 1,750 .

(2) Speed of vehicles---	At present:	Expected after completion:
300 ft from crossing on E (N or E) approach:	40 mph	40 mph
on W (S or W) approach:	45 mph	45 mph
At crossing:	40 mph	40 mph
Posted speed limit on approaches:	Not Posted mph	Not Posted mph

(3) Direction of traffic flow: E&W (N & S, etc.) E&W

b. The Railroad

		At present:	Expected after completion:
(1)	Train movements--- (avg per day)		
	Freight trains:	4	4
	Switching movements:	2	2
	Passenger trains:	0	0
(2)	Speed of trains---		
	Maximum allowable:	35 mph	35 mph
	Typical:	30 mph	30 mph
	Slowest normal:	15 mph	15 mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1)	From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
	E approach: (N or E)	1,000+ ft to right; 1,000+ ft to left
	W approach: (S or W)	1,000+ ft to right; 1,000+ ft to left
(2)	From a "safe stopping distance" (see table on Page 8) on the . . .	The motor vehicle operator can see along the railroad . . .
	E approach: (N or E)	300 ft to right; 160 ft to left
	W approach: (S or W)	230 ft to right; 140 ft to left

If these sight distances will be changed on completion of the project, please explain below:

Note: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 feet	35 mph	210 feet
15 mph	69 feet	40 mph	256 feet
20 mph	98 feet	45 mph	306 feet
25 mph	131 feet	50 mph	360 feet
30 mph	169 feet	55 mph	418 feet

b. Of the proposed protective devices---

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing? Yes (yes/no)

If yes, please explain by what and at what point it will be obstructed:

West Bound Traffic - Will not be able to see signals until 750' from track due to 24° curve easterly of crossing.

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? No (yes/no)

If yes, explain how you proposed to overcome this problem:

If no, why not? Not sufficient room to park on shoulder of roadway.

14. List the number and types of protective devices to be installed at the crossing and on its approaches:

Note: TYPES OF DEVICES

Commissioner's Standard No. 1R, reflectorized crossbucks
Commissioner's Standard No. 1S, vehicle "STOP" signs
Commissioner's Standard No. 2, Flashing light signals with gongs
Commissioner's Standard No. 2B, cantilevered flashing lights w/gongs
Commissioner's Standard No. 4, automatic gate signals*
Commissioner's Standard No. 5, traffic signals
Traffic signals at adjacent intersection**
Track circuitry to interconnect with traffic signals
Part-time turn restriction signs**
Standard advance warning signs
Standard advance warning pavement markers
Standard "STOP AHEAD" signs
Standard railroad "STOP" signs

* To be used in conjunction with Standard No. 2 or No. 2B flashing light signals. Please indicate which it will be.

** Please furnish description of traffic signal operation, including standard phasing and phasing upon train activation.

a. Protection type: #2 Flashing Lights $ #4 Automatic Gates

Number of such devices: 2 ; To be located as follows: Each side of crossing.

(1) Who will perform the installation? Existing

(2) Estimated cost of installation: $ --- ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
N/A	

(4) Who will maintain these devices? Oregon Electric Railway Co.

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Oregon Electric Railway Co.	100

*** Include cost of furnishing the protective device(s)

b. Protection type: Guard Rail

Number of such devices: 2 ; To be located as follows: Each side of crossing adjacent to railroad signals.

(1) Who will perform the installation? Oregon DOT, Highway Division

(2) Estimated cost of installation: $ 2,000 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon DOT, Highway Division	100

(4) Who will maintain these devices? Oregon DOT, Highway Division

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Oregon DOT, Highway Division	100

c. Protection type: Advance Warning Signs & Pavement Markings

Number of such devices: 2 ea ; To be located as follows: Each side of crossing on approaches.

(1) Who will perform the installation? Oregon DOT, Highway Division

(2) Estimated cost of installation: $ 250 ***

***Include cost of furnishing the protective device(s).

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon DOT, Highway Division	100

(4) Who will maintain these devices? Oregon DOT, Highway Division

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Oregon DOT, Highway Division	100

15. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Oregon DOT, Highway Division

Estimated cost of this portion: $ 1,000.

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: Oregon DOT, Highway Division

16. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

Oregon DOT, Highway Division

b. Remainder of crossing area: Oregon DOT, Highway Division

17. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Oregon Electric Railway Co.

b. Remainder of crossing area: Oregon DOT, Highway Division

18. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:
Oregon Electric Railway Co.

b. Remainder of crossing area: Oregon DOT, Highway Division

19. If automatic protective devices are ~~(to be)~~ installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer.
Example: Main track--predictor units; Spur tracks--island circuits.)

Existing circuitry.

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms? No

If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

SECTION III. Separated Crossings - N/A

20. At the crossing, the highway will be ____________ (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? ____________ (yes/no)

If no, please give reasons why attenuators are not necessary:

21. Who will construct the structure?

a. ____________________

b. ____________________

22. Who will pay for such construction?

Name of Party	Percent of Cost
____________________	__________
____________________	__________
____________________	__________

23. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

____

b. All highway appurtenances: ____________________

c. Above the bottom of the beams plus the beam-bearing assemblies:

____

d. Railroad tracks, railroad drainage and all railroad facilities:

____

24. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

____

b. All highway appurtenances: ____________________

c. Above the bottom of the beams plus the beam-bearing assemblies:

____

d. Railroad tracks, railroad drainage and all railroad facilities:

____

25. Who will pay for damage to the structure caused by motor vehicle traffic on the highway? ____________________

26. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? __________

If so, describe (and attach complete drawing):

27. Is a temporary crossing at grade necessary during the construction period?

____
(yes/no)

If so, answer questions 11, 12, 13, 14, 15 and 16 in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ______________________.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.)

SECTION IV. PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 40 of this form. If all parties of interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

28. Name and location of crossing to be closed (if different from crossing described in items 3, 4 and 5 of this application):

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

29. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A:

Route B:

37. Who will maintain the barricades, if any, at the closed crossing?

____

38. Who will pay for said maintenance? ____________________________

____

SECTION V. (To be completed by all.)

39. List all crossings located within one-half mile of the subject crossing in this matter and describe how they are protected: None

40. Upon completion of this project, will it be possible to close any existing crossings in the area? No
(yes/no)

If yes, list and explain:

If no, explain why not: No crossings in area

41. Other items of construction and cost distribution:

* * *

42. Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? Yes - 13V-64 sheets 2 &18
(yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES OF INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND ONE COPY FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested thereon is required in this matter: ______________________________

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 21st day of March, 1977.

H S Coulter
(Applicant)

Jack L. Sollis
(Attorney)

I, H. S. COULTER, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

H S Coulter

STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 21st day of March, 1977.

Jack L. Sollis
(Notary Public for Oregon)

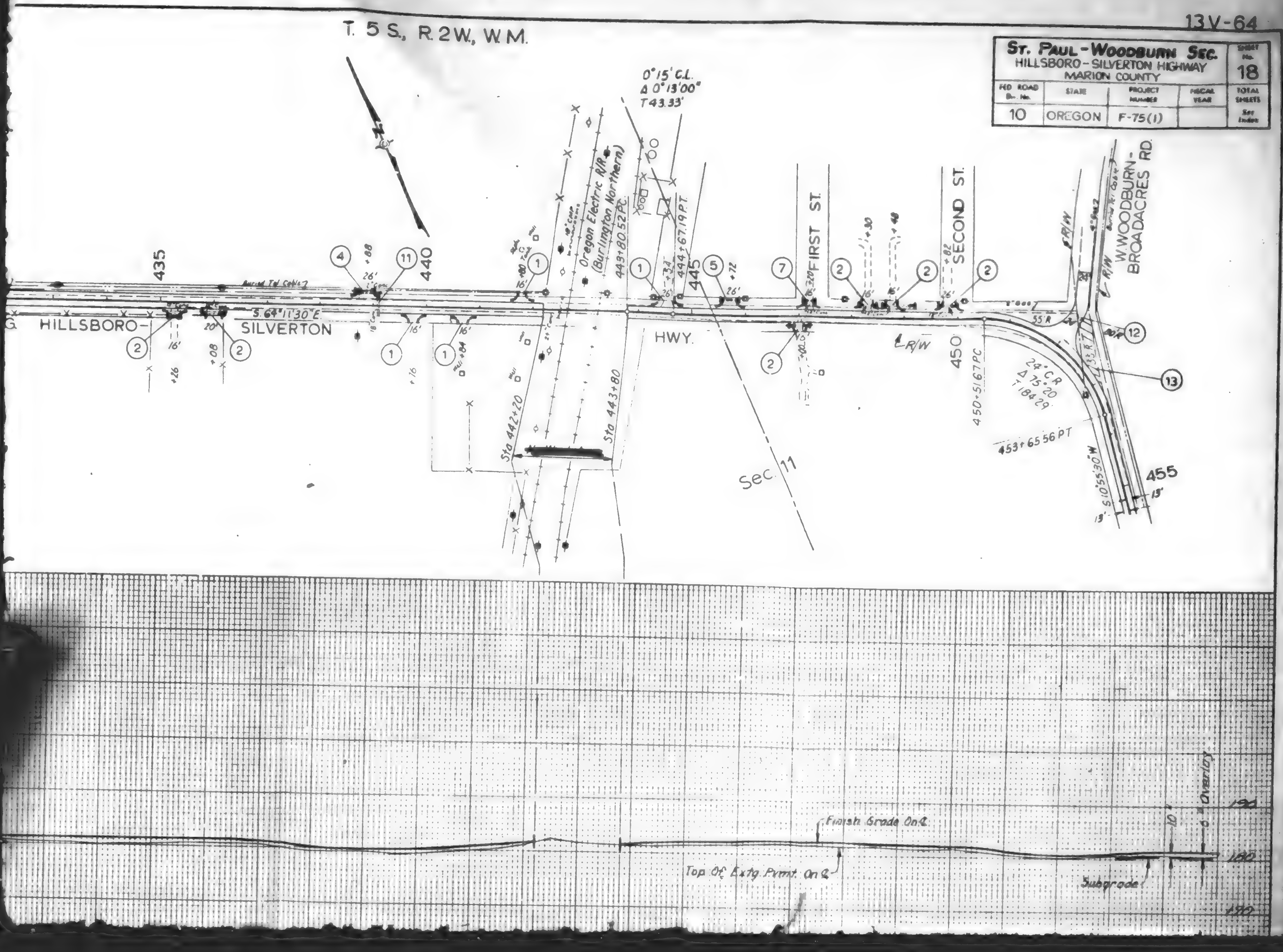
My Commission Expires: 12-18-80

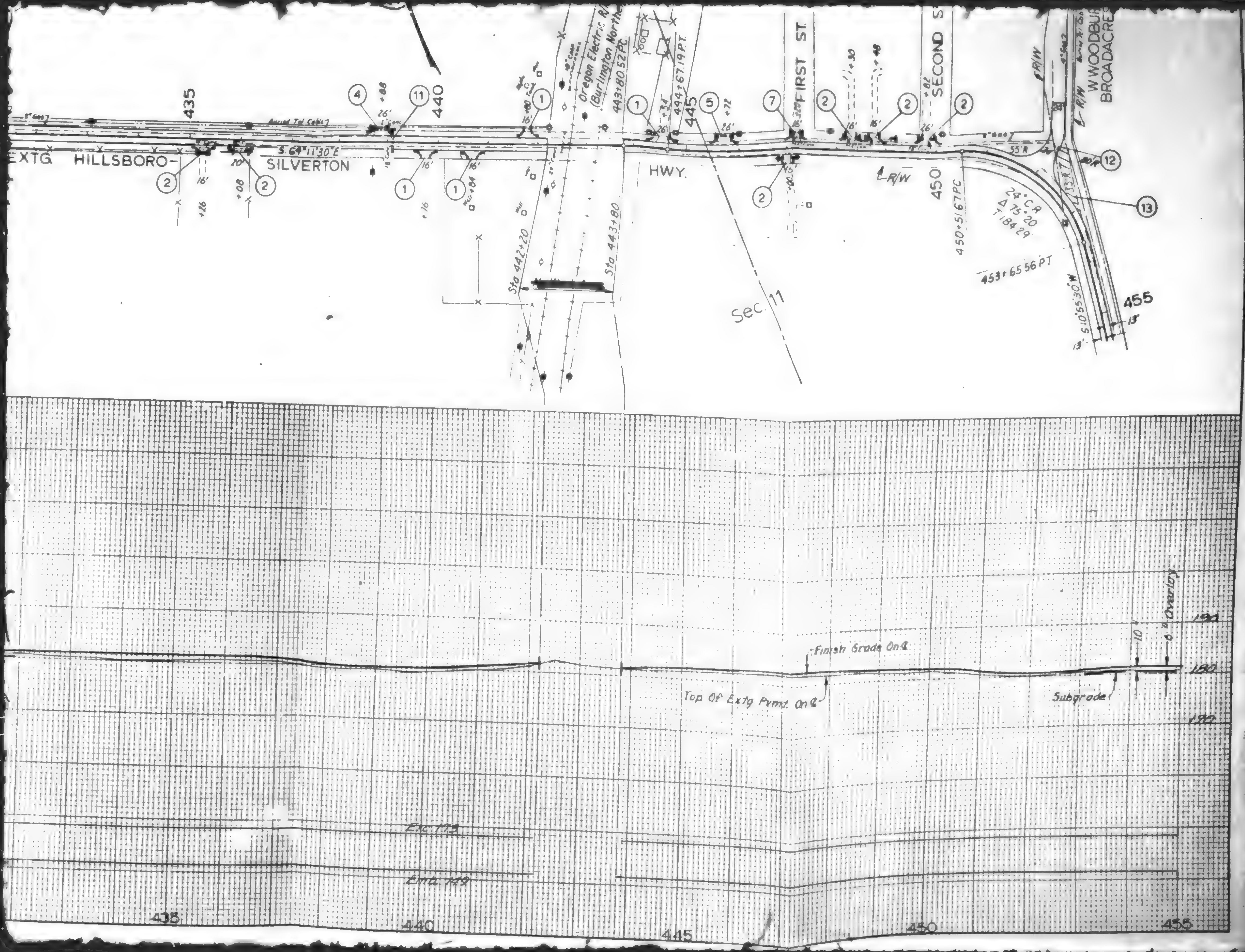
Form AX-1/75
Signature Page

13V-64

ST. PAUL-WOODBURN SEC.
HILLSBORO-SILVERTON HIGHWAY
MARION COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 18 TOTAL SHEETS
10	OREGON	F-75(1)		See Index



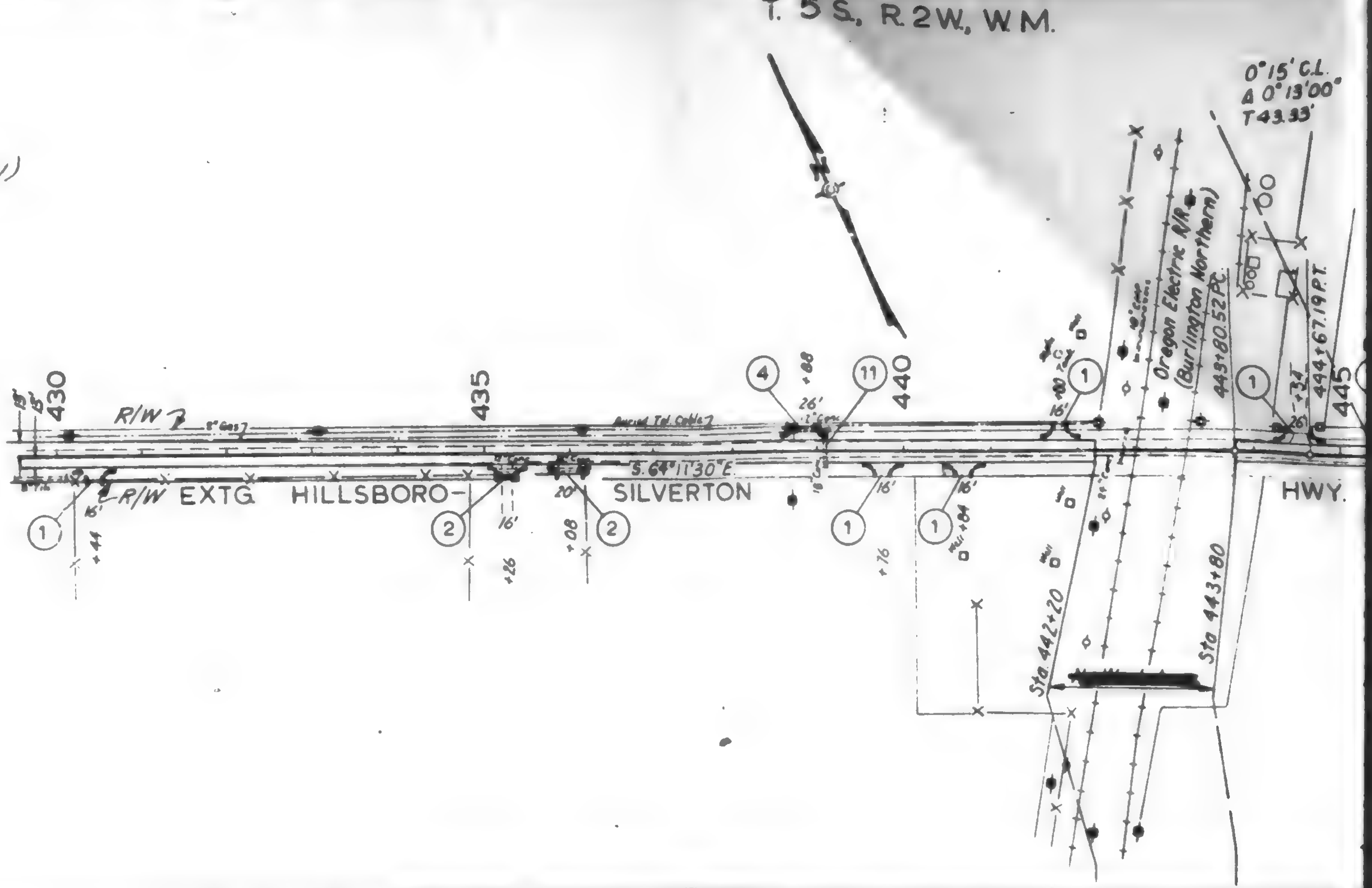

EXTG. HILLSBORO-SILVERTON HWY.
S.64°11'30"E
Buried Tel Cable
Oregon Electric R/W
(Burlington Northern)
443+80.52 P.C.
444+67.19 P.T.
Sta 442+20
Sta 443+80
Sec. 11
FIRST ST.
SECOND S
W. WOODBURN
BROADACRES
R/W
55'R
33'R
24° C.R
Δ 75°20'
T 184.29
450+51.67 P.C.
453+65.56 P.T.
S.10°55'30"W
13'
16'
20'
26'
+26
+08
+76
+84
+88
+34
+72
+30
+48
+82
435
440
445
450
455
①
②
④
⑤
⑦
⑪
⑫
⑬
Finish Grade On ℄
Top Of Extg Pvmt. On ℄
Subgrade
6" Overlay
10"
190
180
170
Exc. 173
Emb. 149
435
440
445
450
455

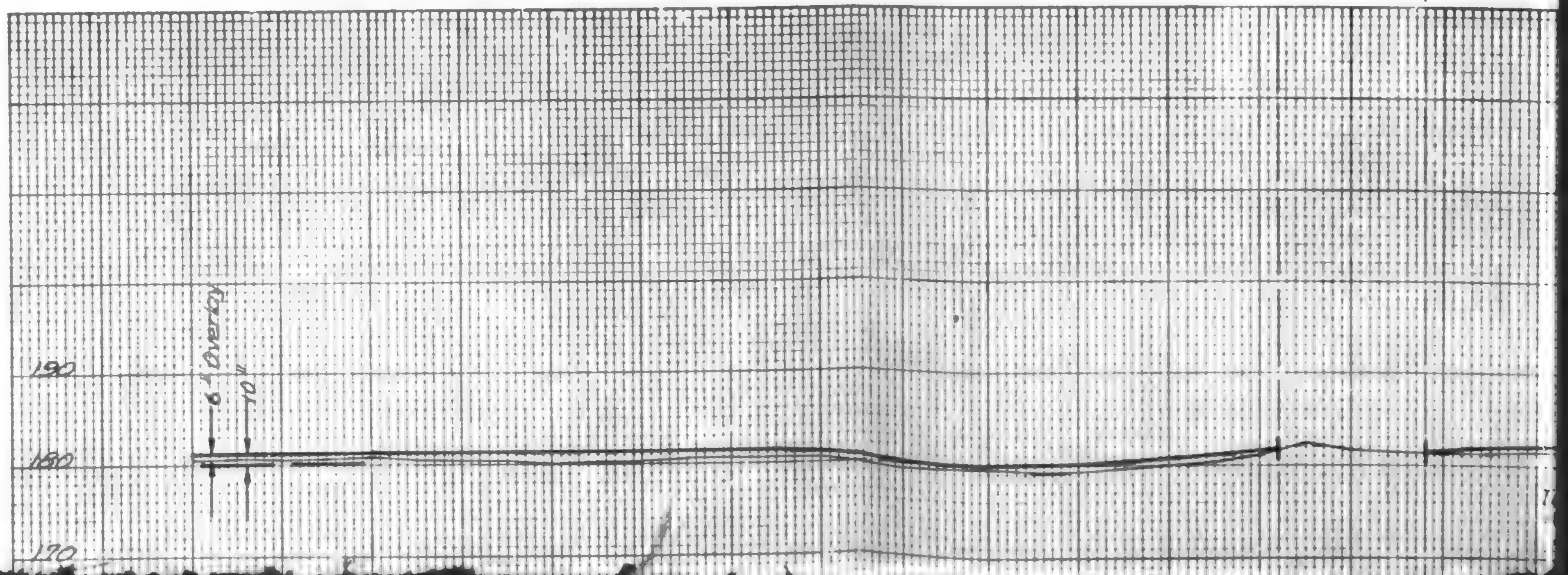
① Const. Approaches - 5 (Total)

② Const. Appr. - 6 (Total)
12" Culv. Pipe (In Pl.)
Extend 4' Back, 4' Ahead - 48' (Total)
Tr. Exc. 12 C.Y.

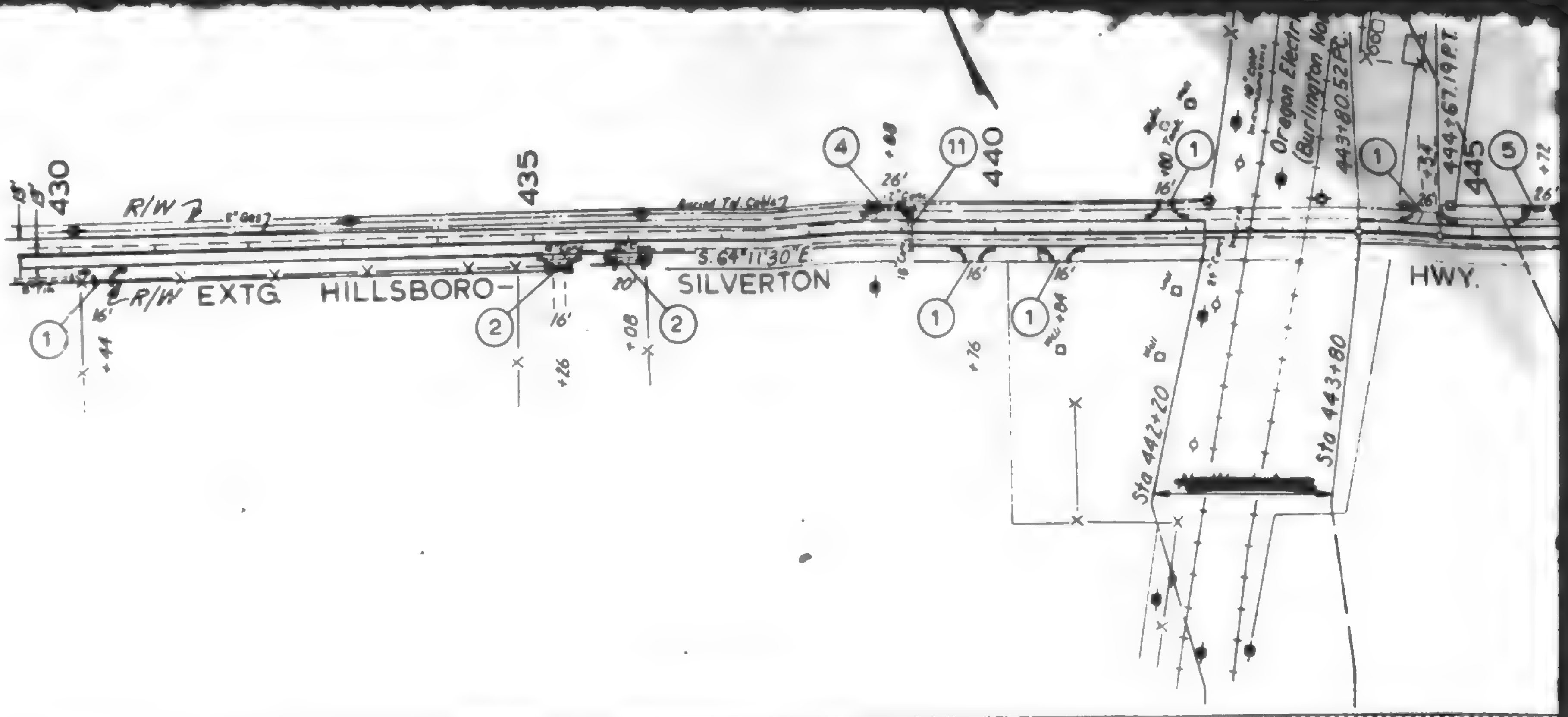
⑤ Const. Appr.
Inst. 12" Culv. Pipe - 36'
Tr. Exc. 8 C.Y.

⑦ Const. Appr.
Remove Extg. Pipe
Inst. 12" Culv. Pipe - 26'
Tr. Exc. 2 C.Y.

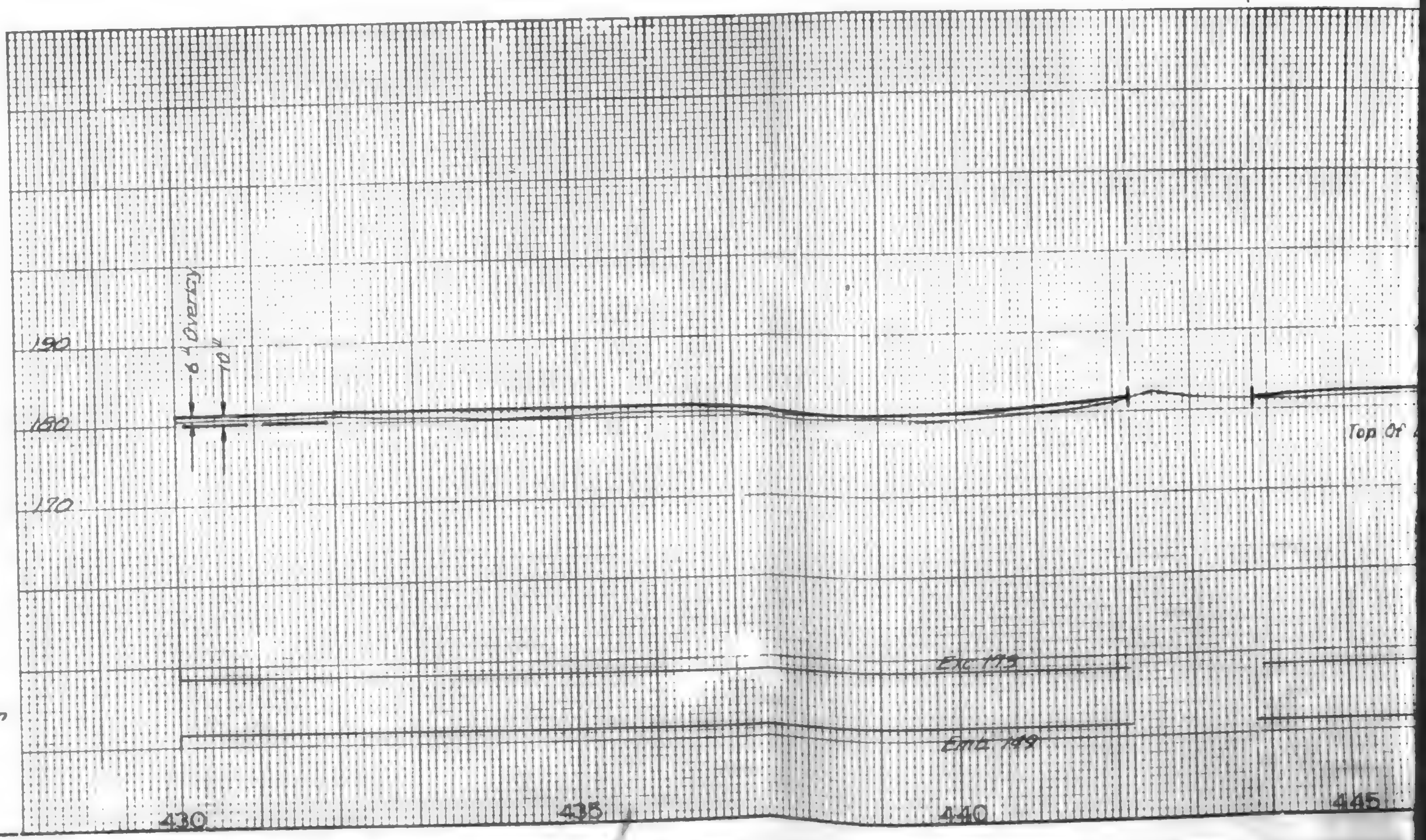




⑤ Const. Appr.
Inst. 12" Culv. Pipe-36'
Tr. Exc. 8 C.Y.



⑦ Const. Appr.
Remove Extg. Pipe
Inst. 12" Culv. Pipe-26'
Tr Exc 2 C.Y.



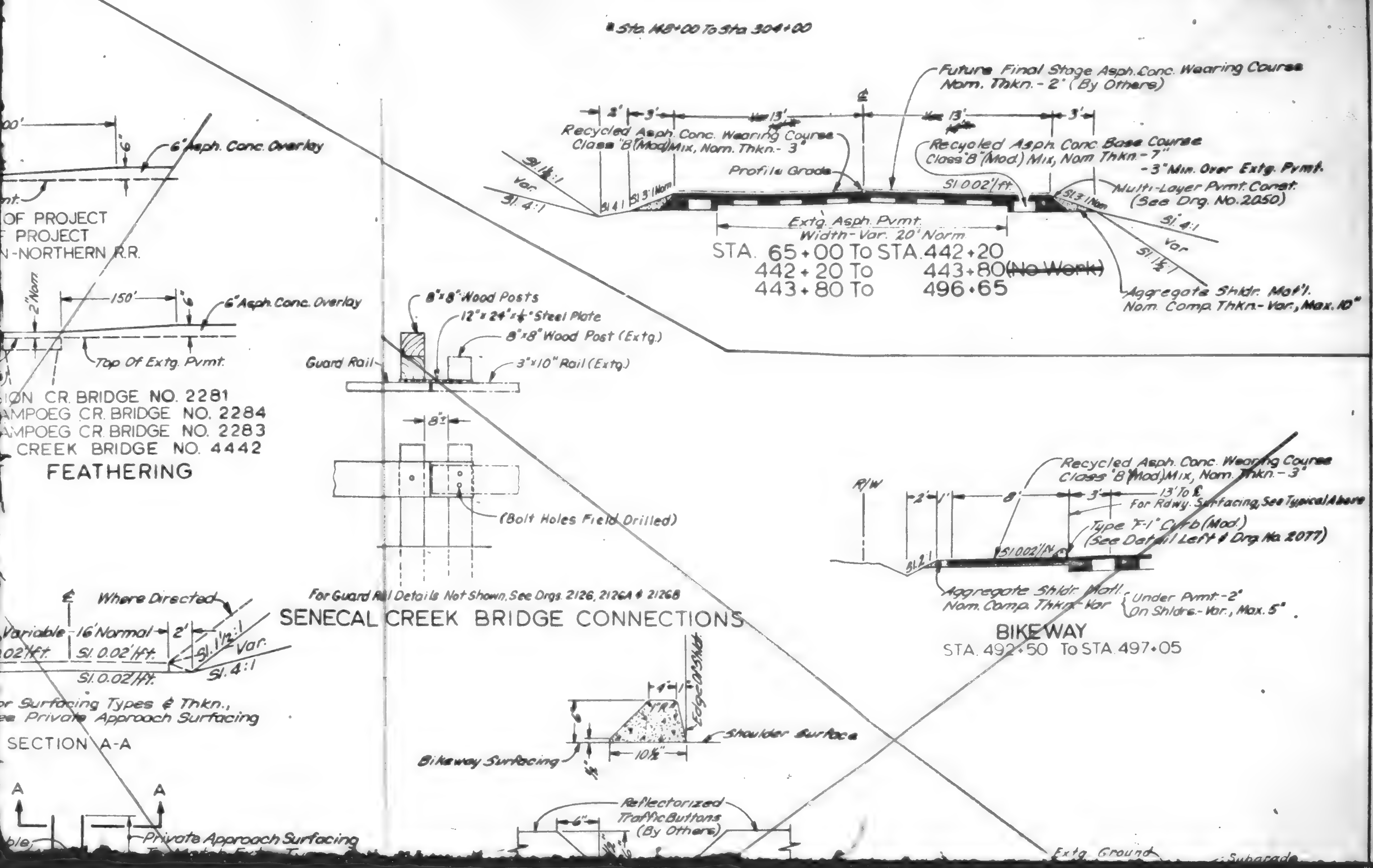
⑫ Const. Road Connection

⑬ Remove Old Roadway
(Earthwork Incl. In Main
Rdwy. Distr.)

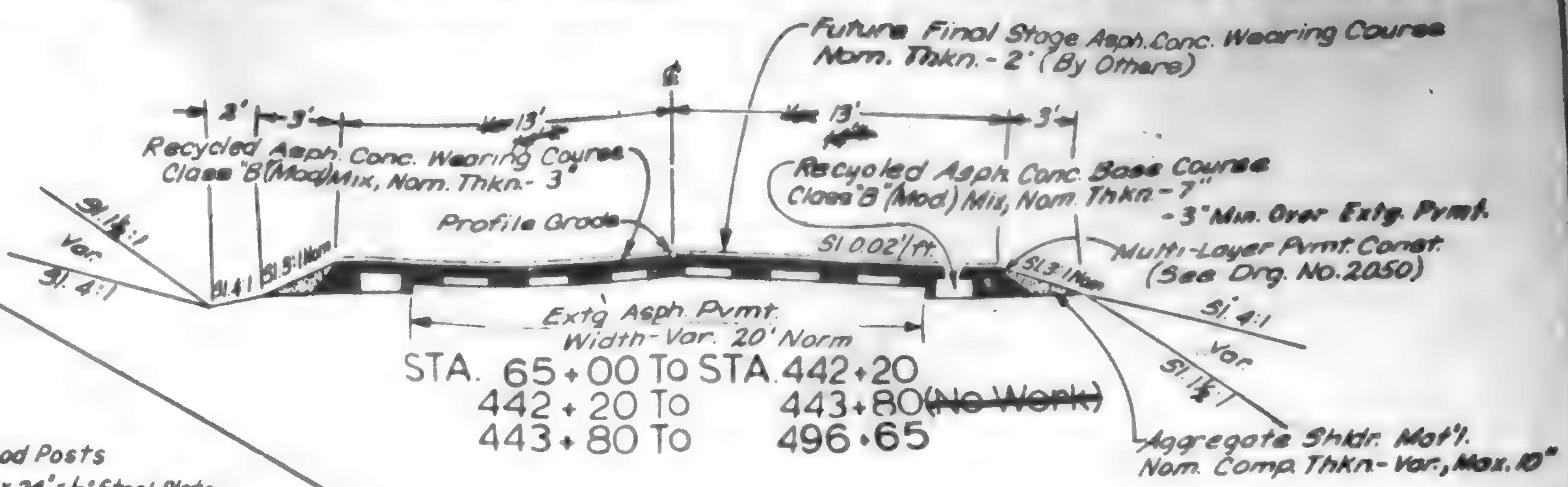
13V-64

TYPICAL SECTIONS.

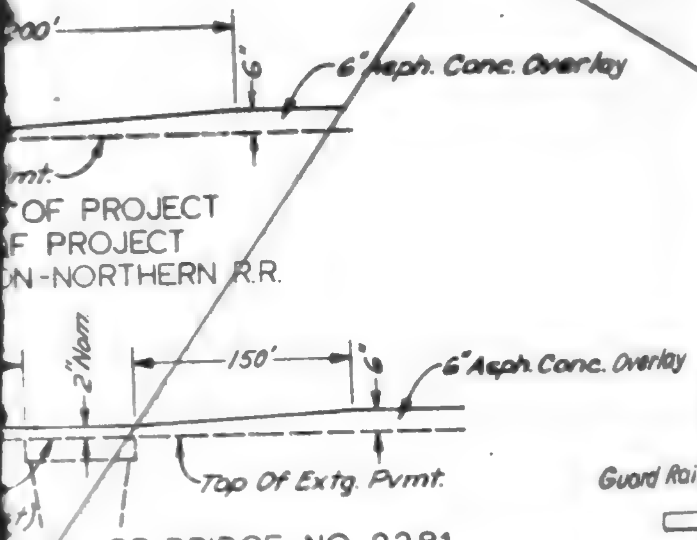
ST. PAUL-WOODBURN SEC. HILLSBORO-SILVERTON HIGHWAY MARION COUNTY				SHEET No. 2
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	F-75(1)		See Index



* Sta. 148+00 To Sta. 304+00
Future Final Stage Asph. Conc. Wearing Course Nom. Thkn. - 2" (By Others)
2' 3' 13' ℄ 13' 3'
Recycled Asph. Conc. Wearing Course Class "B" (Mod) Mix, Nom. Thkn. - 3"
Recycled Asph. Conc. Base Course Class "B" (Mod) Mix, Nom Thkn. - 7"
- 3" Min. Over Extg. Pvmt.
Profile Grade
Sl. 0.02'/ft.
Multi-Layer Pvmt. Const. (See Drg. No. 2050)
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1
Sl. 3:1 Nom
Sl. 3:1 Nom
Sl. 4:1
Var.
Sl. 1½:1
Extg. Asph. Pvmt. Width - Var. 20' Norm.
STA. 65+00 To STA. 442+20
442+20 To 443+80 ~~(No Work)~~
443+80 To 496+65
Aggregate Shldr. Mat'l. Nom. Comp. Thkn. - Var., Max. 10"
00'
6"
6" Asph. Conc. Overlay
nt.
OF PROJECT
F PROJECT
N-NORTHERN R.R.
2" Nom
150'
6"
6" Asph. Conc. Overlay
Top Of Extg. Pvmt.
ION CR. BRIDGE NO. 2281
AMPOEG CR. BRIDGE NO. 2284
AMPOEG CR. BRIDGE NO. 2283
CREEK BRIDGE NO. 4442
FEATHERING
8"x8" Wood Posts
12"x24"x¼" Steel Plate
8"x8" Wood Post (Extg.)
Guard Rail
3"x10" Rail (Extg.)
8½"
(Bolt Holes Field Drilled)
For Guard Rail Details Not Shown, See Drgs. 2126, 2126A & 2126B
SENECAL CREEK BRIDGE CONNECTIONS
R/W
2' 1' 8' 3'
13' To ℄
For Rdwy. Surfacing See Typical Above
Recycled Asph. Conc. Wearing Course Class "B" (Mod) Mix, Nom. Thkn. - 3"
Type "F-1" Curb (Mod.) (See Detail Left & Drg. No. 2077)
Sl. 0.02'/ft.
Sl. 2:1
Aggregate Shldr. Mat'l. Nom. Comp. Thkn. - Var. { Under Pvmt. - 2" On Shldrs. - Var., Max. 5"
BIKEWAY
STA. 492+50 To STA. 497+05
℄
Where Directed
Variable
16' Normal
2'
.02'/ft.
Sl. 0.02'/ft.
Sl. 1½:1
Var.
Sl. 4:1
Sl. 0.02'/ft.
or Surfacing Types & Thkn., ee Private Approach Surfacing
SECTION A-A
A
A
ble
Private Approach Surfacing
Edge Of Shldr.
4" 1"
1" R.
6"
10½"
Shoulder Surface
Bikeway Surfacing
¼"
Reflectorized Traffic Buttons (By Others)
6"
Extg. Ground
Subgrade

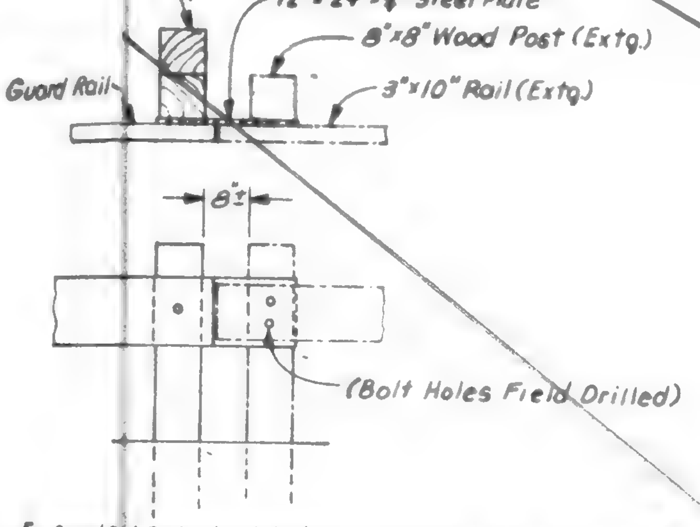

Future Final Stage Asph. Conc. Wearing Course Nom. Thkn. - 2" (By Others)
℄
3'
3'
13'
13'
3'
Recycled Asph. Conc. Wearing Course Class "B" (Mod) Mix, Nom. Thkn. - 3"
Recycled Asph. Conc. Base Course Class "B" (Mod) Mix, Nom. Thkn. - 7"
- 3" Min. Over Extg. Pvmt.
Profile Grade
Sl. 0.02'/ft.
Multi-Layer Pvmt. Const. (See Drg. No. 2050)
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1
Sl. 5:1 Nom
Sl. 3:1 Nom
Sl. 4:1
Var.
Sl. 1½:1
Extg. Asph. Pvmt. Width - Var. 20' Norm
Aggregate Shldr. Mat'l. Nom. Comp. Thkn. - Var., Max. 10"

STA. 65 + 00 To STA. 442 + 20
442 + 20 To 443 + 80 ~~(No Work)~~
443 + 80 To 496 + 65



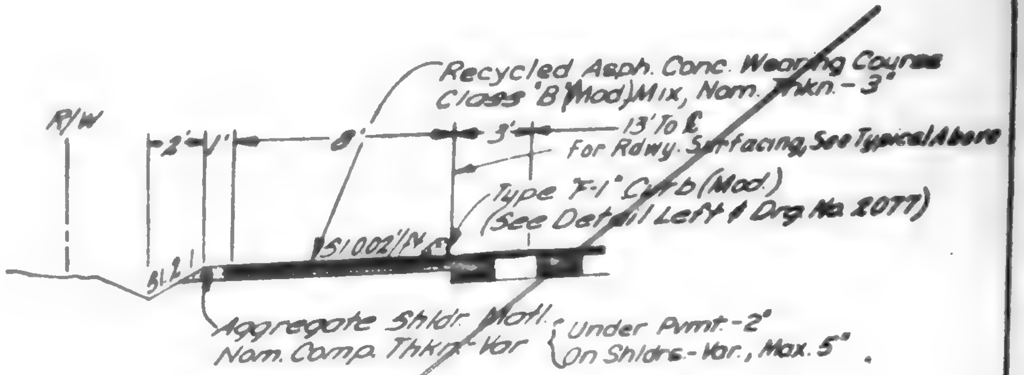
SION CR. BRIDGE NO. 2281
HAMPOEG CR. BRIDGE NO. 2284
HAMPOEG CR. BRIDGE NO. 2283
AL CREEK BRIDGE NO. 4442

NT FEATHERING



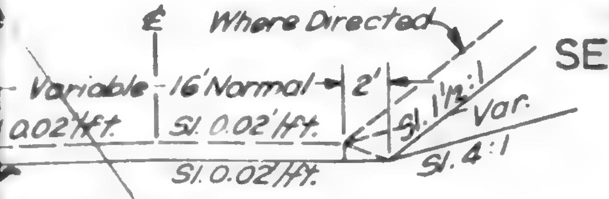
For Guard Rail Details Not Shown, See Drgs. 2126, 2126A & 2126B

SENECAL CREEK BRIDGE CONNECTIONS


Recycled Asph. Conc. Wearing Course Class "B" (Mod) Mix, Nom. Thkn. - 3"
R/W
2'
1'
8'
3'
13' To ℄
For Rdwy. Surfacing, See Typical Above
Type "F-1" Curb (Mod) (See Detail Left & Drg. No. 2077)
Sl. 2:1
Sl. 0.02'/ft.
Aggregate Shldr. Matl. Nom. Comp. Thkn. - Var
Under Pvmt. - 2"
On Shldrs. - Var., Max. 5"

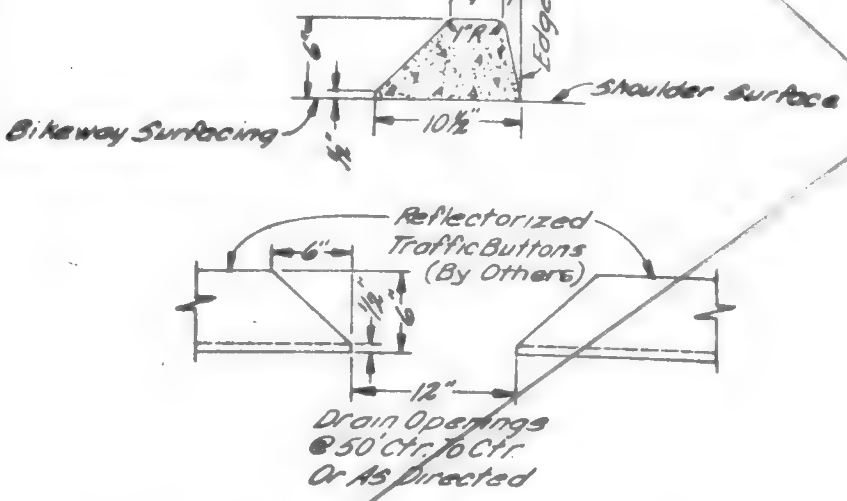
BIKEWAY

STA. 492 + 50 To STA 497 + 05



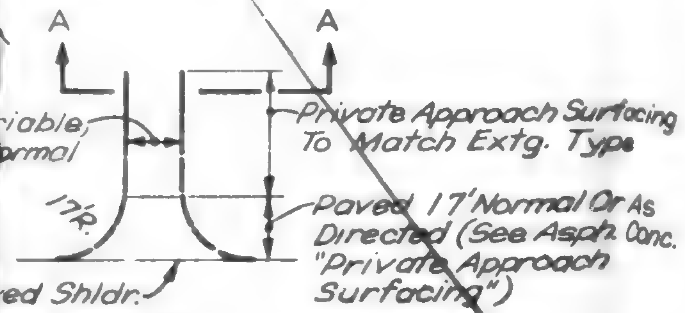
For Surfacing Types & Thkn., See Private Approach Surfacing

SECTION A-A


4"
1"
Edge Of Shldr.
6"
R
R
Shoulder Surface
Bikeway Surfacing
4"
10½"
Reflectorized Traffic Buttons (By Others)
6"
1½"
6"
12"
Drain Openings @ 50' Ctr. To Ctr. Or As Directed

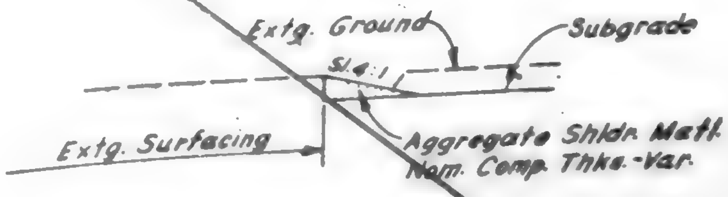
TYPE "F-1" CURB (MODIFIED)

(For Details Not Shown, See Drg. No. 2077)


A
A
riable
ormal
17'R.
Private Approach Surfacing To Match Extg. Type
Paved 17' Normal Or As Directed (See Asph. Conc. "Private Approach Surfacing")
ed Shldr.

PLAN

L APPROACH

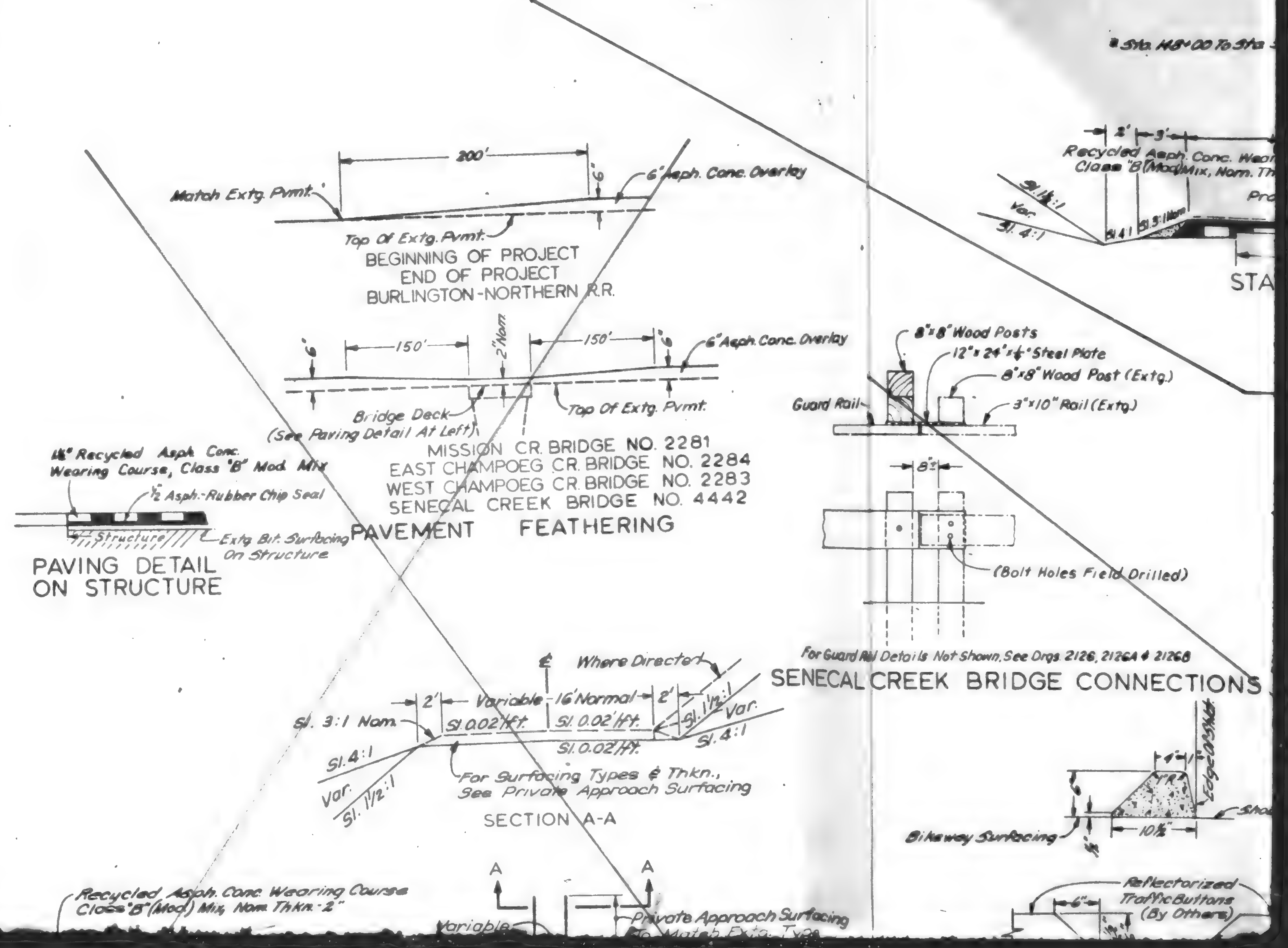


ABRUPT PAVEMENT EDGE DETAIL

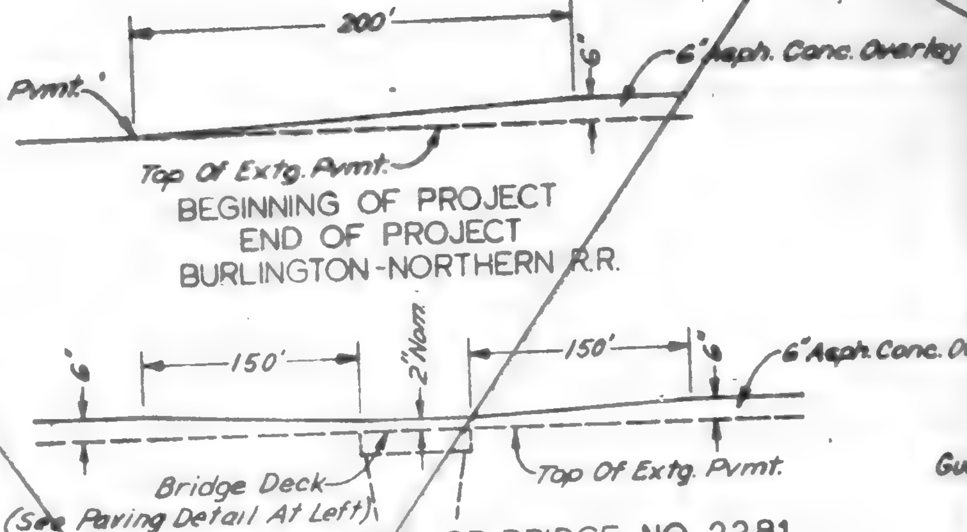
(Locate Adjacent To Traffic, See Specification)

No R/W Map

TYPICAL SECTIONS

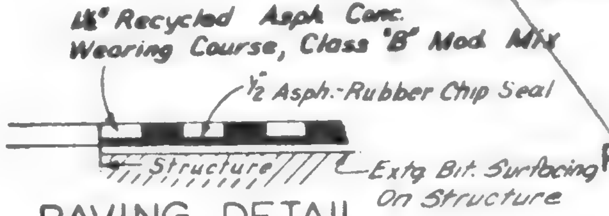


No

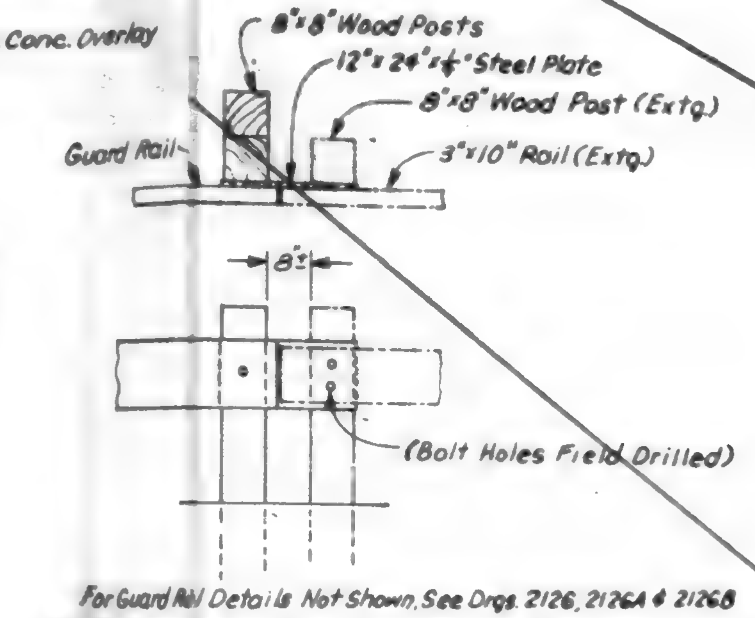


MISSION CR. BRIDGE NO. 2281
EAST CHAMPOEG CR. BRIDGE NO. 2284
WEST CHAMPOEG CR BRIDGE NO. 2283
SENECAL CREEK BRIDGE NO. 4442

PAVEMENT FEATHERING

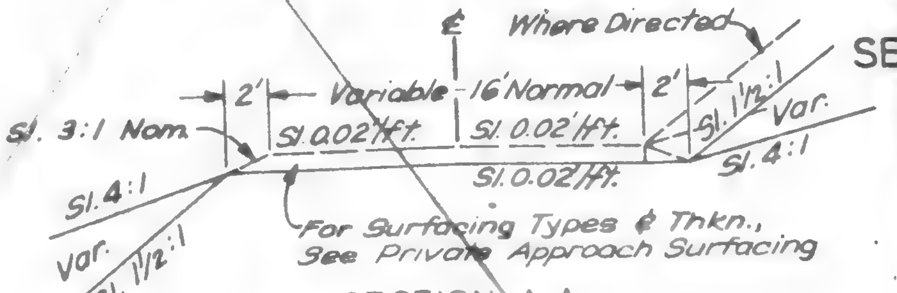

1½" Recycled Asph. Conc. Wearing Course, Class "B" Mod. Mix
½ Asph.-Rubber Chip Seal
Structure
Extg. Bit. Surfacing On Structure

PAVING DETAIL ON STRUCTURE

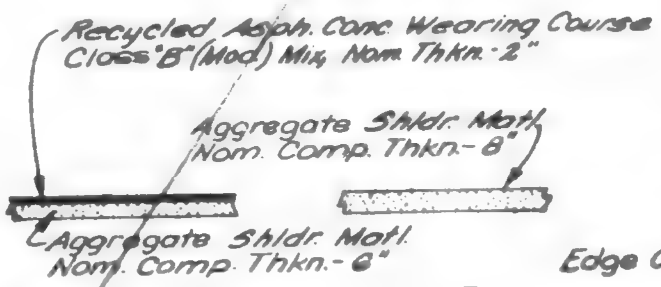


For Guard Rail Details Not Shown, See Drgs. 2126, 2126A & 2126B

SENECAL CREEK BRIDGE CONNECTIONS

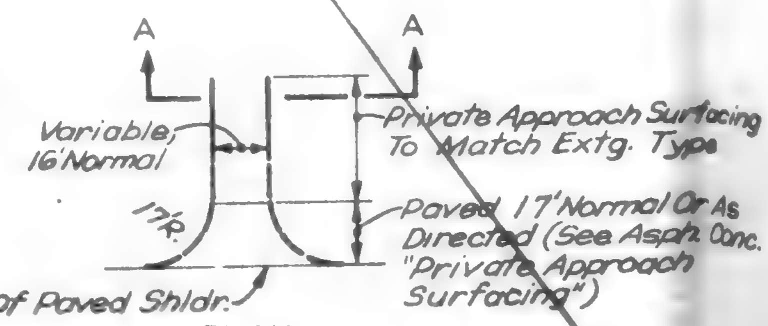


SECTION A-A


Recycled Asph. Conc. Wearing Course Class "B" (Mod.) Mix, Nom. Thkn. - 2"
Aggregate Shldr. Mat'l. Nom. Comp. Thkn. - 8"
Aggregate Shldr. Mat'l. Nom. Comp. Thkn. - 6"

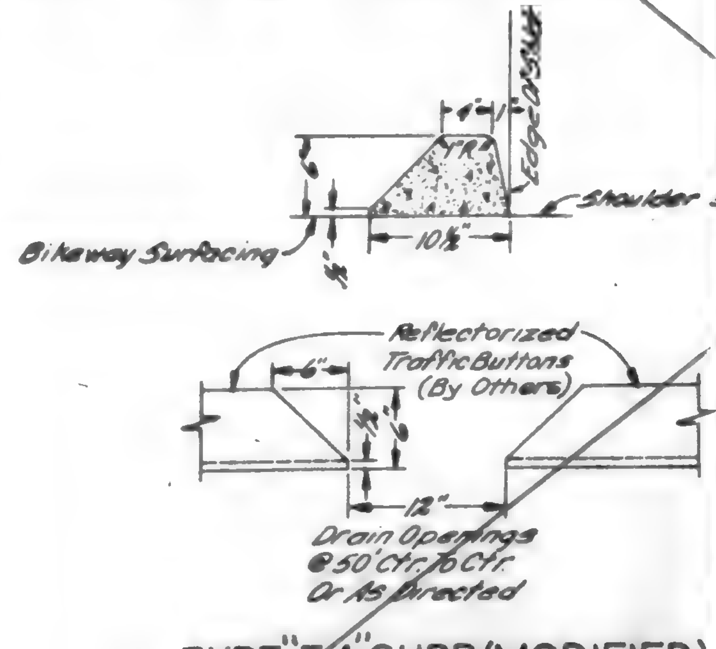
ASPHALT CONC. GRAVEL

PRIVATE APPROACH SURFACING


A
A
Variable, 16' Normal
17' R.
Private Approach Surfacing To Match Extg. Type
Paved 17' Normal Or As Directed (See Asph. Conc. "Private Approach Surfacing")
Edge Of Paved Shldr.

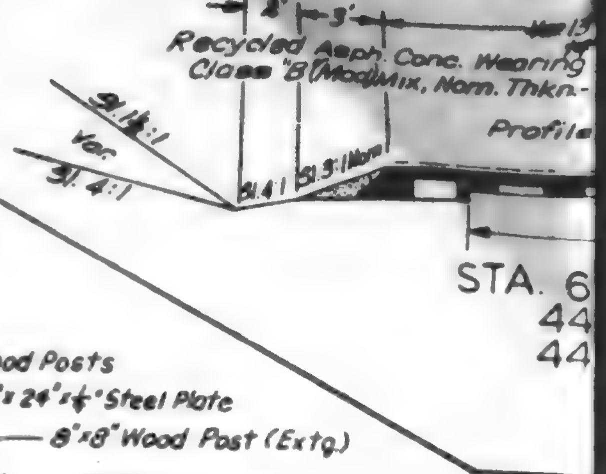
PLAN

APPROACH


Edge Of Shldr.
6"
1"R.
Shoulder
Bikeway Surfacing
10½"
Reflectorized Traffic Buttons (By Others)
6"
12"
Drain Openings @ 50' Ctr. To Ctr. Or As Directed

TYPE "F-1" CURB (MODIFIED)

(For Details Not Shown, See Drg. No. 20


2'
3'
Recycled Asph. Conc. Wearing Class "B" (Mod.) Mix, Nom. Thkn.
Profile
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1
Sl. 3:1 Nom.
STA. 6
44
44

Eriksen, Iwen, Kandle

5850 –

Salem, Oregon
March 16, 1977

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
March 24 Bid Letting

FILE

This is to document Highway Division action establishing footpaths and bicycle trails in accordance with ORS 366.514. Bids will be opened March 24 on the following projects.

1. Murphy Creek-Roaring River
   Clackamas Highway, Clackamas County
   Rock and Screen Barrier

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. South Tigard Intchge-SW Boones Ferry Road
   FAS 943 (Kruse Way), Clackamas County
   Roadside Improvement

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.
   Bicycle path constructed on previous contract.

3. Millard Road-Scappoose/Vernonia Road
   Columbia River Highway, Columbia County
   Pave

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".
   Four-foot shoulders are available throughout this section.

4. South Slough (Charleston) Bridge
   Cape Arago Highway, Coos County
   Painting

   Same as No. 1.

5. Catching Slough Bridge
Coos River Highway, Coos County
Painting

Same as No. 1.

6. Paulina Rock Production
Paulina Highway, Crook County
Rock Production

Same as No. 1.

7. Seneca Rock Production
John Day-Burns Highway, Harney County
Rock Production

Same as No. 1.

8. Bly Rock Production
Klamath Falls-Lakeview Highway, Klamath County
Rock Production

Same as No. 1.

9. Cottage Grove-Martin Creek
Pacific Highway, Lane County
Grade, Pave, Barriers, Structures, Sign

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".
Ten-foot shoulders are available throughout this section.

10. SPRR Crossing (Springfield
FAU 1035 (South Second Street), Lane County
Grade, Pave

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. Replacement of and addition to the existing 5-foot PCC sidewalks and construction of curb cuts will be done in work area.

11. Snake River (Ontario) Bridges
    Old Oregon Trail Highway, Malheur County
    Deck Repair

    Same as No. 1.

12. St. Paul-Woodburn
    Hillsboro-Silverton Highway, Marion County
    Grade, Pave

    Primarily widening and overlay of existing highway. Gravel shoulders provided. A 545-foot section of 8-foot Class II bikeway will be constructed in the vicinity of the Woodburn Interchange.

13. NE Prescott Street-SE Flavel Street (Portland)
    Cascade & Mt. Hood Highways, Multnomah County
    Grade, Pave, Sign, Signals

    Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. Grading and paving incidental to channelization and signal installation.

14. Maupin Rock Production
    The Dalles-California Highway, Wasco County
    Rock Production

    Same as No. 1.

15. Tygh Valley Rock Production
    The Dalles-California Highway, Wasco County
    Rock Production

    Same as No. 1.

DES:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
R.L. Schroeder
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 75(1)

STAT JECT NO.: See below

COUNTY NAME: Marion

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70117

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 1 4 '77
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED: 1-5-77

DATE AUTHORIZATION EFFECTIVE: 3-2-77

FEDERAL ROUTE NUMBER: Primary 75

STATE ROUTE NUMBER: Secondary 140

GENERAL LOCATION:

"St. Paul-Woodburn Section"

GENERAL DESCRIPTION OF WORK:

Grade, drain, high type pavement including utility work (Code 6201 Miles 8.18)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 3-1-77, I approve the revised PS&E documents for the subject project. A signed copy of the revised Title sheet is returned herewith.

DATE: 3-2-77

SIGNATURE OF APPROVING OFFICIAL: G. K. Hassner

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8514

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

February 15, 1977

FILE:

NOTED
E. S. HUNTER

FROM: C. T. Keasey
Construction Engineer

SUBJECT: St. Paul - Woodburn Section
Hillsboro - Silverton Hwy.

TO: J. H. Versteeg
Road Design Engineer

Attached is a copy of a letter received from the Department of Environmental Quality concerning our proposed experimental pavement recycling project on the subject section.

The proposed variance will be acted on by the Environmental Quality Commission at their February 25th meeting.

We have discussed paragraph 2 with Dave St. Louis of the local D.E.Q. office and requested that it be re-written to eliminate the requirement for use of a drum dryer asphalt plant, and to open it up so that a contractor could use any type plant he chose, subject to the approval of the Highway Division and the D.E.Q.

We have also discussed the requirement for signing along I-5 and this will be changed.

Also attached is an "escape" clause to provide for closing out the contract if it is ordered stopped by D.E.Q. or if a suitable mix cannot be produced from the stockpiled A.C. material.

Another clause is attached (scratch form) which would preclude payment for any work necessary by the contractor if the re-crushed asphalt concrete material should tend to stick back together in stockpile. I am not satisfied with the wording but if you understand the intent, I am confident that your expert specification writers can re-write it properly.

We should have the final form of the variance from D.E.Q., assuming that we will get one, about February 21, prior to action by the E.Q.C.

The variance limits and the escape clause were requested by the contractors through Mike Huddleston, and the one on stockpiled material was requested by Mr. Hunter.

Please revise the specifications on this project to reflect these additions.

CTK:mk

Attach.

cc: E. S. Hunter w/attach.

RECEIVED
STATE HWY ENGR
FEB 15 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

124-1016

ROBERT W. STRAUB
GOVERNOR

Department of Environmental Quality

1234 S.W. MORRISON STREET, PORTLAND. OREGON 97205 Telephone (503) 229-

January 27, 1977

REGION 2 ENGINEER
RECEIVED
JAN 31 1977
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

Oregon State Highway Division
205 East Salem Highway Building
Salem, Oregon 97310

Attn: Gerald W. Wimer

Re: Variance Request

Gentlemen:

This letter is in reference to H. S. Hunter's letter to Joe Richards in which the Highway Division requests a variance from the normal emission standards for an asphaltic concrete recycling project near St. Louis. While the Department believes this project to be worthwhile and will consider supporting a variance similar to the one issued by the Utah Air Conservation Committee, we will not be able to respond within the time frame you request. Your variance request will be processed and submitted to the Environmental Quality Commission at its February 25, 1977 meeting which is to be held in the Capitol Building in Salem, Oregon. You will be notified of the correct time at a later date.

While the Department's position on this matter has not been finalized, we feel a variance may be a reasonable approach if issued under strict conditions and performance criteria such as, but not limited to the following:

1. The variance should apply for a period involving not more than 50 operating days during the calendar years 1977 and 1978.
2. The use of a drum dryer asphalt plant equipped with a venturi scrubber or equivalent control be required with the provision that the unit used be adequately designed to meet the Environmental Protection Agency's Standards of Performance for New Stationary Sources [OAR Chapter 340, Section 25-535 (6)] and that the control system be properly maintained and operated at all times. Plans for the control equipment and operating procedures shall be submitted to and approved by the Department prior to starting operation.
3. All reasonable efforts should be required to keep the emissions at the lowest practicable level including the application and operation of high performance control equipment as well as requiring reduced mix temperatures and/or production as appropriate.

NOTED
C. S. HUNTER

Contain
Recyclin
Material

4. The variance shall apply only to the exhaust stack emissions from the asphaltic concrete plant. The crushing operation, yard dust or any other activity shall be required to be in strict compliance with all applicable rules.

5. The variance may be conditioned so as to minimize conflict with field burning which usually begins July 1.

6. The emissions exempted by the variance shall not create or tend to create a hazard to human, animal or plant life, or unreasonably interfere with agricultural operations, recreational areas, or the enjoyment of life and property.

7. Four days shall be allowed for adjustments and plant calibrations during which visible emissions may exceed 40% equivalent opacity. If after four days of operation the facility cannot comply with the 40% opacity limitation, the project shall be terminated until such time as it can be determined what additional controls or operating conditions can be required or implemented to insure continuous compliance with the 40% opacity limitation.

8. During two days, the plant shall be operated to restrict visible emissions to 20% equivalent opacity or less. This two day phase must be performed at a time earlier than seven operating days prior to the conclusion of the project.

9. During the remaining portion of the project, visible emissions shall be restricted to an equivalent opacity of 40% or less.

10. Stack testing must be conducted in accordance with State of Oregon Department of Environmental Quality Source Sampling Method 5 (EPA Method 5) on at least two occasions. One of the tests shall be conducted during the period when visible emissions exceed 20% equivalent opacity but are less than or equal to 40% equivalent opacity. The other source test shall be conducted when visible emissions are equal to or less than 20% equivalent opacity. These tests will be conducted on a schedule to be determined by the Oregon State Highway Division and the Department of Environmental Quality.

11. Informational signs shall be provided along Interstate 5 advising the public of the experimental project.

12. The Oregon State Highway Division shall notify the Department of Environmental Quality of the anticipated operating dates prior to beginning the recycling project.

It is concluded that if any of the proposed conditions were violated the operation would be subject to immediate termination and remain terminated until resolved.

It should be noted that while these approval conditions represents the Department views at this time the approval of the variance is granted by the Environmental Quality Commission. We will make every effort to ensure this matter is resolved at the February Commission meeting. If you have comments or clarifying information these should be received prior to preparing the Department's report to the Commission. Please direct your contacts to Dave St. Louis at our Salem office, phone number 378-8240.

Once again the Department regrets that it is unable to comply with your request in your time frame.

Sincerely,

William H. Young

WILLIAM H. YOUNG
Director

JAB:ds
cc: Joe B. Richards
Salem North Coast Regional Office

It is anticipated that some problems may occur with the crushed asphalt concrete material sticking together in stockpile if it is left for an extended period of time. No additional payment will be allowed to the contractor for any re-crushing, screening, or any other work necessary to assure that the crushed asphalt concrete material will meet the specified gradation at the time it is introduced into the mixing plant.

403.33 Recycled Asphalt Concrete Mixing Plant

(Following 4th paragraph (pg. 20))

If, in the opinion of the engineer, the air pollution requirements established by the Department of Environmental Quality cannot be met through reasonable modifications of the mixing plant, variations in production rate, or by modification of the mix design, and the mixing operation is ordered to be stopped by the Department of Environmental Quality, or if a suitable recycled asphalt concrete mix cannot be produced from the specified stockpiled materials, the State may, upon written request from the contractor, and with the approval of the Federal Highway Administration, terminate the contract or a portion thereof as outlined in the Special Provision entitled "Termination of Contract Due to Circumstances Beyond the Control of the Contractor" preceding page (-1-) of the Special Provisions for this contract.

850m

ENVIRONMENTAL QUALITY COMMISSION

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5696

ROBERT W. STRAUB
GOVERNOR

JOE B. RICHARDS
Chairman, Eugene

GRACE S. PHINNEY
Corvallis

JACKLYN L. HALLOCK
Portland

MORRIS K. CROTHERS
Salem

RONALD M. SOMERS
The Dalles

January 24, 1977

NOTED
E. S. HUNTER

Mr. E. S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RE: AC Recycling Project, St, Paul-Woodburn Section
Hillsboro-Silverton Highway

I discussed your January 19, 1977 letter with Mr. Weathersbee today,

He informs me that the Department still has under study the placement of some limits on the requested variance. It is not at all certain that the Department can comply with your January 28 deadline, but I can assure you every reasonable effort will be made to comply with your request,

Very truly yours,

JOE B. RICHARDS

JBR:1mm

cy Versteeg
Potter
Kenney
Sheldrake
Fisher
1-25-77

RECEIVED
STATE HWY ENGR
JAN 25 '77
REFER TO
FOR

DEQ-46

January 19, 1977

Mr. Joe Richards, Chairman
Environmental Quality Commission
1234 S. W. Morrison Street
Portland, OR 97205

Dear Mr. Richards:

AC Recycling Project
St. Paul-Woodburn Section
Hillsboro-Silverton Highway

Yellow
Rev 5
[illegible]

As you know, the Oregon Department of Transportation has salvaged approximately 50,000 tons of asphaltic concrete pavement materials for reuse. These materials are stockpiled on Department of Fish and Wildlife property near St. Louis. They must be removed by October 31, 1977.

Experimental work has been conducted in other states to develop a procedure to reuse such salvaged materials. This will save an equivalent amount of new asphalt and aggregates, both of which are becoming shorter and shorter in supply. It could also save manufacturing and hauling fuel. This becomes not only a materials and energy saving technique but saves land which would be disturbed to mine the aggregates or waste the salvaged materials.

These particular salvaged materials are newer than have been used in other states. Some slightly greater emission problems can be anticipated but the results of this project would be available to point future projects to the goal of meeting your normal standards. As a matter of information, up to 100,000 tons of asphaltic materials could be salvaged statewide from Highway Division projects each year.

Bids were to have been received for this project on January 27, 1977. Before opening, it became evident that contractors would not know, in advance, just what your Department would require. This could lead to inequities in bidding. Mr. Mike Huddleston, Manager of the Asphalt Pavement Association of Oregon, speaking on behalf of several of the likely bidders on this project, requested it be pulled until the emission standards that must be met could be identified. This was done. Hopefully, these can be identified in time to include the project in a February 3, 1977 advertisement for a February 24, 1977 bid opening. To accomplish this, it would take more than a week in advance to incorporate this information in the Special Provisions.

This means the information should be in our hands by January 28, 1977 but earlier would be appreciated.

It is, therefore, respectfully requested that your Commission issue a variance allowing reasonable exceptions to your normal emission standards. The Utah Air Conservation Committee issued the attached variance to the Utah Department of Transportation on November 5, 1976 for a similar project. It is hoped your Commission can be as cooperative with an early variance. We are uncertain of how many operating days might be involved in our project. It could be between 30 and 50 days.

Thank you for helping to define this matter and for the staff assistance, particularly that of Dave St. Louis, Harry Demoray, Fritz Skirvin and Jim Broad.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachment

cc/enc. William H. Young, Director
Dept. of Environmental Quality

bc H. S. Coulter
C. T. Keasey
J. H. Versteeg (enc.)
Gary Potter "
John Sheldrake
Loren Weber

GWW:elf/ESH:ja

CALVIN L RAMPTON
Governor

PAUL S ROSE
Executive Director

STATE OF UTAH–DEPARTMENT OF SOCIAL SERVICES

DIVISION OF HEALTH
44 MEDICAL DRIVE
SALT LAKE CITY, UTAH 84113
AREA CODE 801

Board of Health
Air Conservation Committee
Health Facilities Council
Medical Examiner Committee
Nursing Home Advisory Council
Water Pollution Committee

LYMAN J. OLSEN, M.D., M.P.H.
Director of Health

Environmental Health Services Branch
72 East 4th South
Salt Lake City, Utah

533-6108
November 5, 1976

W. J. Stephenson
Engineer of Materials and Research
Utah Department of Transportation
757 West 2nd South
Salt Lake City, Utah 84104

Dear Mr. Stephenson:

At its regular meeting on November 18, 1976, the Utah Air Conservation Committee granted a variance from Section 2.2, Air Conservation Regulations, to the Utah Department of Transportation for the project involving recycling of asphaltic concrete on Sr-26 between SR-100 and Holden. The terms of the variance are as follows:

1. The variance applies for a period involving 20 operating days during calendar year 1977.

2. The use of a drum dryer asphalt plant equipped with a venturi scrubber is approved with the provision that the units used be adequately designed to meet the Environmental Protection Agency's Standards of Performance for New Stationary Sources (Title 40, Code of Federal Regulations, Part 60) and that the venturi scrubber and ducting system be properly maintained and operated at all times.

3. Two days (of the 20) are allowed for adjustments and plant calibrations during which visible emissions may exceed 40% equivalent opacity.

4. During 18 days, visible emissions must be restricted to an equivalent opacity of 40% or less.

5. During two of the 18 days, the plant must be operated to restrict visible emissions to 20 equivalent opacity or less. This two day phase must be performed at a time earlier than seven operating days prior to the conclusion of the project.

6. Stack testing must be conducted in accordance with EPA Method 5 (See Title 40, Code of Federal Regulations, Part 60) on at least five occasions. Three of the tests must be conducted during the period when visible emissions exceed 20% equivalent opacity but are less than or equal to 40% equivalent opacity. Two of the tests shall be conducted when visible emissions are equal to or less than 20% equivalent opacity. These tests will be conducted on a schedule to be determined by the Pavement Design Engineer, Materials and Research Section, Utah Department of Transportation and the Executive Secretary, Utah Air Conservation Committee.

7. The Utah Department of Transportation shall notify the Executive Secretary prior to beginning the recycling project of the anticipated operating dates.

Sincerely,

Alvin E. Rickers

Alvin E. Rickers
Executive Secretary
Utah Air Conservation Committee

AER:bw

cc: Millard County Commission
Central Utah District Health Dept.
Jack Skewes

[illegible] 1-5-77

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F 75(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70117

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 2 '77
REFER TO Rulien
FOR

	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
1-5-77	1-5-77	Primary 75 Secondary 140

GENERAL LOCATION:
"St. Paul-Woodburn Section"

GENERAL DESCRIPTION OF WORK:
Grade, drain, high type pavement including utility work. Code 6201 - Miles 8.18

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

Perm & stage const. striping	(S. F.)	$2,750
Temp. erosion control	(E. W.)	500
On-the-job-training	(E. W.)	800
Adjust monument boxes	(S.F)	245

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 1-3-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are accepted at a total estimated cost of $811,336 - Federal funds $696,126.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-5-77	G. K. Hosmer Jr	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 631-955

#8504

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

December 20, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Four Corners-Woodburn Section
West & East Champoeg Creek Bridges, 4483A & 4484A
Senecal Creek Bridge, 4442A
Hillsboro-Silverton Highway
Marion County

Our recent decision on this project was to reduce the roadway width from 32 feet to 26 feet and eliminate the structural work.

In reply to your question of using culverts at Senecal Creek, we did investigate that possibility. The culvert would cause more problems with traffic handling and construction than the single span structure proposed.

With the culvert we would have to remove part of the existing structure, construct bulkheads to retain fill, place fill in stages, and place some fill under the existing structure. With the structure proposed, we span over the existing structure with the first stage construction with only a temporary rail on the existing structure.

If a future contract includes construction of the structure, the culvert vs. bridge question will be re-studied.

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Bridge Design Engineer

cc E. S. Hunter
L. W. Rulien

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STATE HWY ENGR
DEC 20 '76
REFER TO
FOR
Info Inves R:D D-R Sign Act File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

2504

140

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

[redacted]

December 22, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Oregon Project F-75(1)
St. Paul-Woodburn Section
Hillsboro-Silverton Highway
Marion County
Your File 1041.B.2

In reply to your December 10 letter, we have made an in-depth review of the cross-sections and have determined that 28 feet can be obtained from approximately M.P. 30.04 at Four Corners to M.P. 33.06, a distance of approximately three miles.

This can be accomplished within the existing right-of-way with only a minor amount of construction work. Plans have been prepared on this basis for contracting.

For the reasons stated in our December 2 letter, the remainder of the project will call for a 26-foot section.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
L. W. Rulien (enc.)
J. H. Versteeg ✓
R. W. Ellison "
C. O. Fredrickson "

DOC:az ja

REFERRED TO

	Beard		Reno
	Cole		Semple
✓	Eriksen FE		Watson
	Hager		Wolfe

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Form 734-3123

✓ Versteeg ✓
Olson
✓ Ch[illegible] Doc
[illegible]
Swenson

RECEIVED
DEC 27 1976
ROAD DESIGN SECTION

Requires Reply
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Receiver Keep
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Bring Up
Other

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 10, 1976

In reply refer to: 1041B.2

SUBJECT: Oregon Project- F-75(1)
Four Corners-Woodburn Section
Hillsboro-Silverton Hwy.

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Attn: D. Christensen

The proposal to utilize the 50,000+ tons of asphalt pavement presently stockpiled at the St. Louis Borrow Area has been in the development stage for some time. The original proposal was established to utilize this material as an overlay on a roadway to gain knowledge and expertise on recycling asphalt pavements. This proposal then expanded to incorporate three bridge replacements, safety features and widening of the section to a 32 foot standard. The proposal increased to where the cost outweighed the value of the information gained from the experiment. This recommendation, to return to the original proposal seems to be a very logical decision.

We are, however, very concerned about design standards and will evaluate a deviation very closely before approving a proposal for Federal-aid participation. In this case, we concur in your reasoning for reducing the width to something less than 32 feet. We would, however, recommend you strongly consider a 28 foot minimum standard throughout the project as a stage of the overall program to upgrade this section to a 32 foot section.

G K Hossner
for G. L. Green

NOTED
F. S. HUNTER

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STATE HWY [illegible]
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REFER TO Vosting
FOR

RECEIVED

8504 140

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 21, 1976

FILE:
Bridges 2281
2283
2284
4442

Jerald E Backstrand

FROM: J. E. Backstrand
Supervising Design Engineer

TO:

Mr. Duane O. Christensen
Final Design Engineer

SUBJECT:

Proposed Overlay
St. Paul-Woodburn Section

We recommend placing 1/2 inch of asphalt-rubber chip seal as membrane waterproofing over existing A.C. wearing surface on the decks of Bridges Nos. 2281 (Mission Creek), 2283 (West Champoeg Creek), 2284 (East Champoeg Creek), and 4442 (Senecal Creek) and covering the chip seal with 1 1/2 inches of Class B (Modified) recycled A.C. wearing surface.

KA:dh

cc C. G. Swenson
W. J. Quinn
A. C. Harwood

REFERRED TO

Beard ____ ____ Reed ____
Cole ____ ____ Sample ____
✓ Eriksen Z.E. ____ Watson ____
Hager ____ ____ Wolfe ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
Swenson

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6504

December 17, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Project Data Submission
Item No. 70117
Project No. F-75(1)
St. Paul-Woodburn Section
Marion County

Attached is revised data for the subject project. It is the Oregon State Highway Division's intention to receive bids for this project on January 27, 1977.

JLG:dpy

Attachment

cc: C. O. Fredrickson (Region 2)
D. E. Swan

NO.

O.

FORM PR-1
(REV. 4-61)

12/17/76 Rev.
11/3/76

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces) (20) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2) (3)	APPN CODE (4) (9)	ITEM NO. (10) (13)
SR 219 & 214 ECL St. Paul to WCL Woodburn		1,300	2,900	96	10	Oregon	41	010	70117

								PROJECT NUMBER			I. Projects Only	
PROPOSED WORK (35 typewriter 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PREFIX LETTER(S) 14	NUMBER 23 7	SEQ. NO. 13	POST MI. (24) (26)	DESIG. 27
H-T Pave								F-	75	(1)		

AL FUNDS

Consolidated Primary

AREA

Woodburn

COUNTY NAME: Marion

CODE (14) (16): 047

ROUTE NO. P

FEDERAL-AID: 75* (32)

STATE: 140 (36)

U.S. (37): -- (41)

PROGRAM STAGE

☐ 1 OR ☐ 2

WORK					ESTIMATED PROJECT COST BY PHASES				
CLASS 42	TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								(Utility adjustment as required)
	CONST (CODE) 6201		"St. Paul-Woodburn Section"	8.18	1,300,000	1,072,500	177,500	50,000**	
PARED BY			JLG	PROJECT TOTALS: 8.18	1,300,000 (16) (23)	1,072,500 (24) (33)	177,500	50,000**	

OGRAM APPROVAL DATES

11/1/76

*Old FAS 102; Project No. 227.
**See unusual circumstance

REMARKS

Additional Data: Item No. RS-54, RS-76;

Project RS-227(8) & (9) respectivel

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

12/17/76 Rev.
11/3/76

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) SR 219 & 214 ECL St. Paul to WCL Woodburn	ADT	PRESENT 1,300	FUTURE 2,900	YEAR 96	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H-T Pave	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) F-	NUMBER 75

CARD 4	CLASS OF FEDERAL FUNDS Consolidated Primary	COUNTY NAME Marion				CODE 047
	NAME OF URBAN AREA Woodburn	ROUTE NO. P	FEDERAL-AID 75*	STATE 140	U.S. --	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE							
5					ROW							
5					CONST (CODE) 6201		"St. Paul-Woodburn Section"	8.18	1,300,000	1,072,500	177,500	50,000**

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	8.18	1,300,000	1,072,500	177,500	50,000 **

PROGRAM APPROVAL DATES 11/1/76

REMARKS

Additional Data: Item No. RS-54, RS-

Project RS-227(8)

(Ut

a

*Old FAS 102; Project No. 227.
**See unusual circumstance

ST. PAUL-WOODBURN SECTION

PROJECT NO. F-75(1)

Remarks --- continued

PROJECT DATA:

The work consists of resurfacing with high-type pavement and related grading and drainage of the existing facility to provide a 26-foot roadway (28-foot between Sta. 148+00 and Sta. 304+00) to accomodate two traffic lanes with shoulders, a bikeway 8-foot wide on the north side for approximately 430 lineal feet at the east end of the project and incidental work common to this type of project.

EXCEPTION TO MINIMUM STANDARDS:

Geometric Design Standards for Highways Other Than Freeways 1969, published by AASHO, indicates a minimum roadway width including shoulders of 40 feet. Since this work is considered as an experimental type project we propose as a first stage of construction a 26-foot roadway (28-foot between Sta. 148+00 to Sta. 304+00).

UNUSUAL CIRCUMSTANCE:

The paving for this project is to be recycled asphalt reclaimed from the Woodburn-Hayesville Project No. I-5-5(36)260. Contract No. DOT-FH-15-220 Demonstration Project Division of the Department of Transportation Federal Highway Administration provides payment for 5,000 tons of recycled asphalt pavement (in place) based on the unit price but not to exceed $30,000. In addition reimbursement of actual cost to evaluate the project in accordance with an approved plan, but not to exceed $20,000 will be claimed.

NOTE:

(1) This project is in Congressional District No. 2.

(2) On-the-Job Trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. documents.

PRO 6-2

December 17, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

INAL SIGNED BY
D. E. SWAN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Change - Part 2
Item No. 70117
Project No. F-75(1)
Four Corners-Woodburn Section
Marion County

We hereby request your approval of a minor program change of the subject project as indicated below based on the fact that the project has been lengthened on the northerly end approximately 1.52 miles and the scope of work reduced.

(1) Section: Change to read "St. Paul-Woodburn".

(2) Begin M.P.: Change to read "28.45".

(3) Length: Change to read "8.18 miles".

(4) Work: Change to read "Grade and "Pave"; thereby, removing structures.

The preliminary engineering for the additional length was authorized January 21, 1976 under Project RS-227(9). Also, the status of FHPM 7-7-2 and FHPM 7-7-5 remains unchanged for the northerly extension; however, the construction is exempt from A-95 review under working agreements.

The overall project cost does not require changing at this time.

FHWA Endorsement

Approved______________________ Date______________
Division Administrator

JLG:ljt

cc: B. L. Gifford
D. E. Swan

85 a

1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
December 8, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Four Corners-Woodburn Sec.
Hillsboro-Silverton Highway
Marion County

TO: C. O. Fredrickson
Region Engineer

S. HUNTER

We have reviewed your request of November 24, 1976, to include the Senecal Creek Bridge in the Four Corners-Woodburn Section with John Wood, R. W. Ellison and E. S. Hunter and have determined that it should not be included.

Inspection ratings to date have not been low enough to place the structure on any critical replacement or repair list according to John Wood or R. W. Ellison. Any money available for structure replacement should be channelized to those on such a list on a priority basis.

We realize that flooding is also a problem at this location and hopefully funds can be found in the near future to replace this structure.

A detailed review of the cross-sections has been made to determine the feasibility of constructing a 28 ft. section. A 28 ft. section can be provided from approximately MP 30.04 at Four Corners South to MP 33.06 a distance of approximately 3 miles. This can be accomplished within the existing section with only a minor amount of ditching and grading work required and will be shown in the contract plans being developed.

DOC:az
cc: E. S. Hunter
John Wood
R. W. Ellison
F. Eriksen
C. G. Swenson

'76
REFER TO

85 ca

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 2, 1976

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Four Corners-Woodburn Section
Hillsboro-Silverton Highway
Marion County

The subject section of highway is presently a two-lane farm-to-market type of road with 18' to 20' of paved surface. The 1975 ADT varies from 2,800 at Woodburn to a 1,000 at Four Corners.

It is proposed to overlay this section of highway with 6" of recycled asphalt reclaimed from the Woodburn-Hayesville project. Along with this overlay we are proposing to widen the paved section to 26 feet. This will be a definite improvement over the existing section. We realize that this proposed width does not meet the minimum AASHTO section for the present traffic, but feel that is is justified based on the following:

1. We view this as a project within the definition of the 3R program, whereby we are not trying to fully upgrade the section, but rather protect the investment we already have in the highway--a stage construction approach.

2. Horizontal and vertical alignment is presently substandard with many areas limited to 25 mph. It is not intended that any major vertical or horizontal alignment work will be done.

3. The cost involved to upgrade the vertical and horizontal alignment, widen and replace structures, and purchase additional right-of-way to fully upgrade this section to AASHTO Standards at this time is not justified.

4. The work and expense involved in constructing a wider section would not be appropriate unless improvements in the vertical and horizontal alignment could also be achieved.

5. A 32 foot section without other improvements might give a motorist a false sense of security and thereby create a safety hazard due to tendency to overdrive the section.

6. It is desirable to proceed with this overlay, utilizing recycled material that would otherwise be lost to the state, to determine the future potential, merits, drawbacks, etc., in the use of recycled material. An FHWA demonstration program has been approved in the amount of $50,000 for this purposes.

We will, where possible to obtain a reasonable length of run, obtain a 28 foot roadway section.

At a future date when the present structures are widened or replaced, a 32 foot wide minimum roadway will be provided.

It is intended to advertise this project for a January 27, 1977, bid opening. The estimated cost for this project including engineering and contintencies is $925,000.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:az
cc: E. S. Hunter
C. O. Fredrickson
R. W. Ellison
F. Eriksen
L. W. Rulien

RECEIVED
STATE HWY ENGR
DEC 6 '76
REFER TO
FOR

8504

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November ~~22~~, 1976

In reply refer to: 1041BR.1

RECEIVED
STATE HWY ENGR
NOV 24 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT: Oregon Project F-75(1)
Four Corners-Woodburn W.C.L. Section
West & East Champoeg Creek Brs. #4483A & 84A
Senecal Creek Bridge #4442A

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have the following comments on these bridges based on the Foundation Recommendations which we have recently received.

West & East Champoeg Creek Bridges-

These two bridges are to be widened using materials similar to that in the existing bridges. According to the Foundation Recommendation, no exploratory work was done at either site. Timber piling were chosen because they were used in the existing structures. The lengths were estimated based on intuition with the idea that the piles would "freeze" if they didn't get bearing in the specified length. Although it is possible that such a procedure will work, we do not think that it is good engineering. Do you plan to test for freeze by redriving? What are you going to do if it doesn't work?

Senecal Creek Bridge-

This bridge is to be replaced by a new structure. According to the Hydraulic Report, the flow in the stream is only 440 cfs. Such a low flow can easily be handled by a culvert. Evidently it is desired to carry traffic on the old structure during construction. Would it be possible to put one or two culverts under the existing bridge or perhaps place a low fill adjacent to the existing bridge over the culvert to carry traffic in stages?

If a culvert is not appropriate, we are concerned about the foundation of the proposed bridge. The foundation material is clay, silt and sand for a great depth requiring friction piling. Steel "H" piling have been chosen, which are not displacement piling, and will require a much greater length for the relatively low bearing loads. Why not use a displacement pile which would

cy

be much shorter and should more easily attain bearing. Speed of construction is cited as the reason for steel "H" piling, but alternative types will really not take much longer to construct.

May we have your comments on these items.

G. L. Green

cc:
W. Hart, OSHD Br.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
November 24, 1976
Salem, Oregon

FILE:

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION II ENGINEER

TO: Hal Versteeg
DESIGN ENGINEER

SUBJECT: Senecal Creek Bridge
Four Corners-Woodburn Section
Woodburn-Mt. Angel Highway
Marion County

We are enclosing one copy of a report from C. E. Payton, Region II Bridge Maintenance Engineer, together with a log of borings showing the condition encountered in the field when the subject structure was investigated. This investigation indicates that approximately $5,400 worth of maintenance work is necessary on the bridge at the present time and that this could ultimately involve approximately $12,500 worth of work should all of the decayed material ultimately be replaced.

This structure lies at the bottom of a sag on the subject section of highway. Mr. Floyd Lacey, former District Engineer, District 3, indicates that the elevation of this structure has caused a flooding tendency in the area, and he recommends that the structure be raised approximately two feet. This was the indication that was contained in the location as done by our locating crew.

The Senecal Creek Bridge is the narrowest structure on this section of highway with a horizontal clearance of 24 feet 10 inches. Should this section be constructed with a 26 foot paved roadway surface, this would produce the narrowest portion of the highway.

Because of the condition of the structure, the flooding tendency that could be alleviated and the fact that this bridge will constitute the narrowest section of roadway on this section, the Region Office strongly recommends that this structure be replaced during the overlay project currently programmed.

COF/elf/dea
cc: C. E. Payton
Richard Kuehn
Attach.

1 Versteeg
2 Olson
2 [illegible] DDC
Scott
Swenson
Savage

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NOV 26 1976
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FORM 81-734-3030

REGION 2 ENGINEER
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☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

OREGON STATE HIGHWAY DIVISION FILE: 124-63
INTER-OFFICE CORRESPONDENCE
November 22, 1976
Salem, Oregon

C. E. Payton

FROM: C. E. Payton
REGION II BRIDGE MAINTENANCE ENGINEER

TO: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Senecal Creek Bridge
Hwy. 140, M.P. 36.08
Bridge No. 4442
Constructed 1935

The above title bridge was test bored this date and the findings are listed below.

The deck is a 2" X 12" laminated timber deck. The northerly three feet of the deck has been replaced with 4" X 12"'s. The deck shows considerable decay at the longitudinal joint where the repair work was performed. There is a 2± foot strip the length of the bridge that shows considerable decay. The exterior 4± feet of the south side of the deck is badly decayed.

The timber in the deck is treated with a preservative that contains salts; consequently, the nails have corroded thus allowing the 2" X 12" decking to rub against each other which actually deteriorates the decking.

The areas mentioned that contain excessive decay will require replacement within a years time. Replacement of a laminated deck requires starting at the edge of the deck and working toward the centerline. Due to the corroded condition of the nails in the remainder of the laminated deck, it is questionable as to the life expectancy of the deck that shows only minor decay.

Costs for replacement of the decayed sections mentioned above will be $2,400 for materials and $3,035 for labor and equipment.

Costs for replacing the entire deck are $6,491 for materials and $6,070 for labor and equipment.

We contacted Mr. Floyd Lacey, longtime District Engineer for the area in question, and he recommends raising the structure a minimum of two feet to overcome the flooding tendency that now exists.

We recommend replacement of this structure to prevent a perennial maintenance problem that is going to exist until the deck is replaced.

Attached is the boring log for this structure.

CEP/dea

Form F-367 (Rev 6-71)

Oregon State Highway Division
BRIDGE INVENTORY INSPECTION RECORD

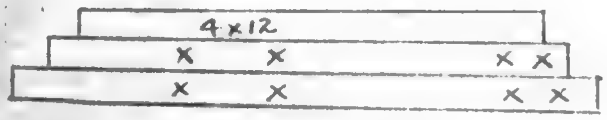
Sheet ...... of ......

Bridge No. 4442

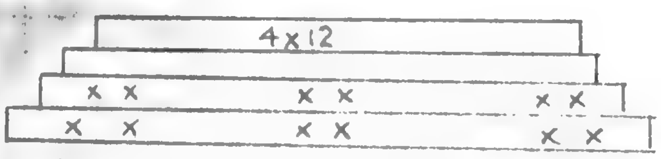
Bridge over SENECAL CREEK on HILLSBORO - SILVERTON Highway No. 140

in MARION County Inspected 11-22-76 by SEATON
BANGERT
Location No. 36.08
BUILT 1935

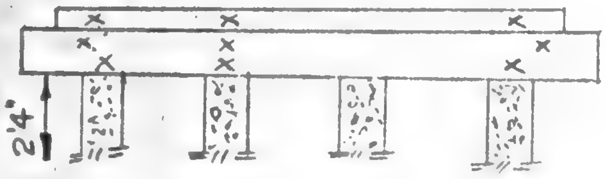
NOTE- X DENOTES A SOLID BORING. THE DECK WAS BORED FROM THE BOTTOM. AN X2·9, IS 2" SOLID WOOD, 9" OF DECAY, THE DECAY ENDING AT THE A.C.



BULKHEAD No 1



BULKHEAD No 2



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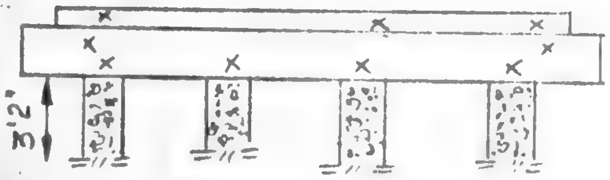

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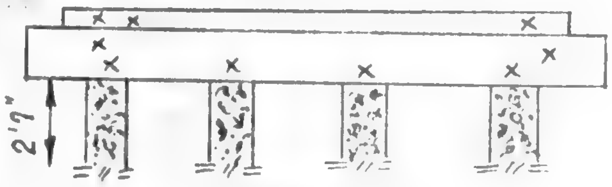
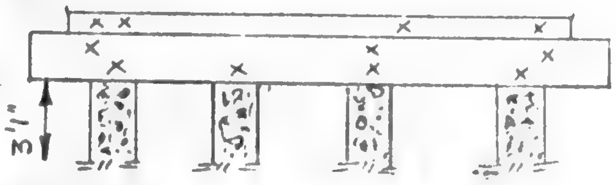
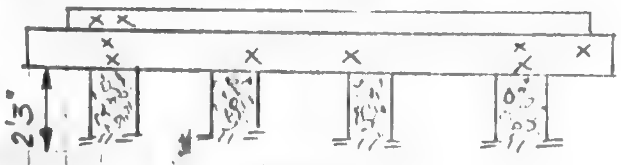


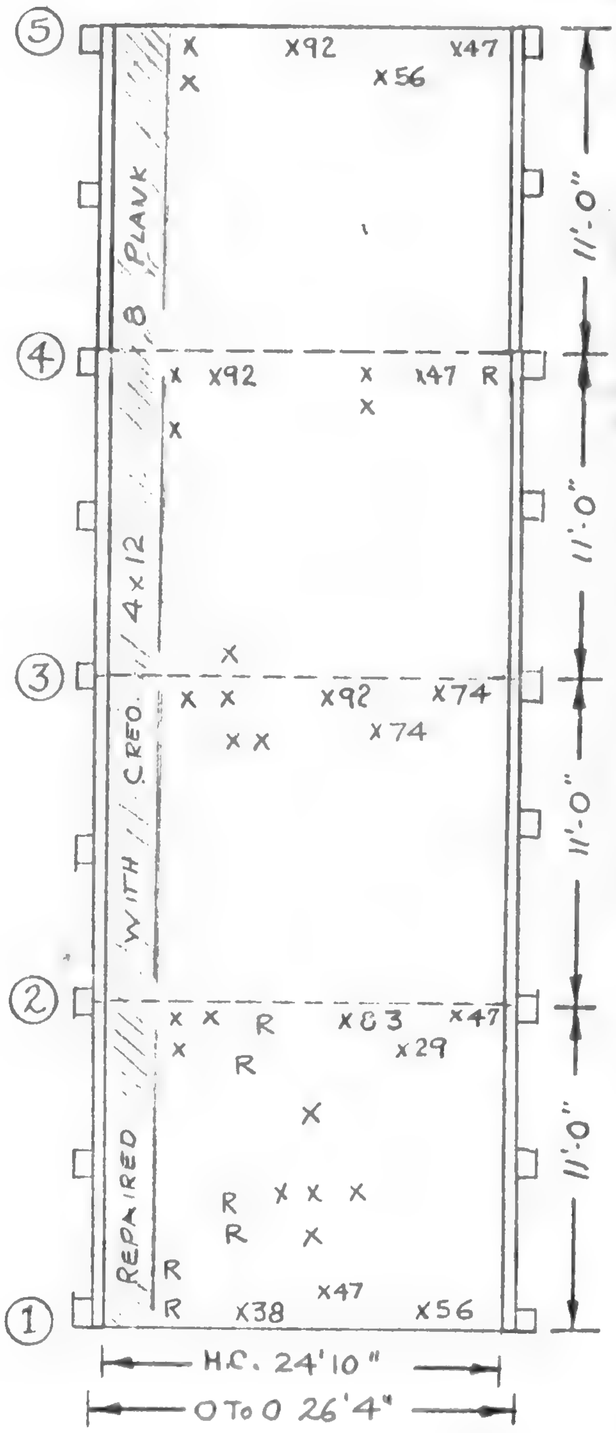
BENT 3



BENT 2



BENT 1



H.R. = 1 - 3x10, POSTS = 8x8, F.G. = 10x12
DECK = LAMIN. 2x12, W.S. = 2½" A.C.
ALL TIMBER IS SALT TRTD.
A.C. IS CRACKED LONGITUDINALLY AND SOME DECK NAILS HAVE CORRODED.

85c

ROBERT W STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

November 19, 1976

AGENDA
NOV 23 1976
5a-1

TO: OREGON STATE TRANSPORTATION COMMISSION

FROM: F. B. Klaboe, Chief of Operations

SUBJECT: Modification of Six-Year Program

During construction of the Hayesville-Woodburn section of I-5, we instructed the contractor to salvage and stockpile 54,000 tons of asphaltic concrete which would otherwise have been buried in the embankments. The material was stockpiled in anticipation of an experimental recycling program. This material can be ground-up and sweetened with asphalt and used to repave a highway.

The material is stockpiled on property owned by Marion County and the Department of Fish and Wildlife. The material must be removed from the site by October 1977 or it becomes the property of the County.

The Four Corners-Woodburn section of the Hillsboro-Silverton Highway--- approximately 8.5 miles long is on the Six-Year Construction Program for 1980. We wish to advance the project to Fiscal Year 1977 so that we can utilize the salvaged material in the interest of conservation and also in the interest of improving our knowledge of this type of operation which may have further applications throughout the state.

There are two projects (Pulaski Creek Bridge and Fat Elk Creek Bridge) in the Six-Year Construction Program that now qualify for Special Bridge Replacement Funds. We propose to advance the Four Corners-Woodburn project in their place and we will also recieve $50,000 of Special Federal-aid Experimental Project Funds for this recycling project. The project is expected to cost $919,000 of which $121,000 would be the State Match.

This matter will be on the agenda for the November 23 meeting and your approval is recommended.

bc: R. A. Burco
C. W. Head
H. S. Coulter
Max Klotz
E. S. Hunter
R. L. Schroeder
Vern Skoog
C. O. Fredrickson
L. W. Rulien

LWR:dpy

NOTED
C. W. HEAD

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 19, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Four Corners-Woodburn
Hillsboro-Silverton Highway
Marion County

TO: MEMO TO THE FILES

NOTED
E. S. HUNTER

Instructions were received this date by Mr. Hunter to revise the project plans as follows:

1. Reduce roadway width from 32 ft. to 26 ft.
2. Extend length of project to utilize all of recycle asphalt material.
3. Eliminate structure work from the contract. Guardrail to be installed at structures.

The revised estimate for this project will be approximately $925,000. It is anticipated that the project will be ready for the March 24, 1977, bid letting.

DOC:az
cc: E. S. Hunter
L. W. Rulien
R. W. Ellison
C. O. Fredrickson
C. G. Swenson
F. Eriksen

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STATE HWY ENGR
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FOR

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

November 12, 1976

FROM: William R. Fretwell
REGION GEOLOGIST

TO: Memo to the files

SUBJECT: Four Corners-Woodburn
Hillsboro-Silverton Hwy.
Marion County

On Friday, November 12, 1976, I talked with Larry Bisbee of the State Fish Commission with regards to the "Rearing Ponds" at the St. Louis borrow site. Since the State will be re-cycling the asphalt that is stockpiled there for the St. Paul - Four Corners project, it was felt that some possibility of pollution to the ponds may exist. Mr. Bisbee felt that there would be no problem with the dust from the traffic in & out, and since we did not intend to allow any asphalt into the ponds, that operation, also would be allright.

WRF/lea
cc: Don Trout

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Olson
copy Christensen
Scott
copy Swenson
Savage
Copy [illegible]

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PRO 6-2

November 2, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

INAL SIGNED BY
D. E. SWAN

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Project Data Submission
Item No. 70117
Project No. F-75(1)
Four Corners-Woodburn Section
Marion County

Attached is data for the subject project.

It is the Oregon State Highway Division's intention to receive bids for this project on December 16, 1976.

DRH:dpy

Attachment

cc: C. O. Fredrickson (Region 2)
D. E. Swan

O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

11/3/76

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 214 & 219, WCL Woodburn, N.W. 6.7 mi.		1,300	2,900	96	10	Oregon	41	010	70117

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
-T Pave & 3 Br.								F-	75	(1)		

FUNDS: Consolidated Primary

COUNTY NAME: Marion CODE 047

EA: Woodburn

ROUTE NO. P FEDERAL-AID 75* STATE 140 U.S.

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								(Utility adjustment as required)
CONST (CODE) 6201 X020		"Four Corners - Woodburn Section"	6.66	1,300,000	1,072,500	177,500	50,000**	
RED BY DRH		PROJECT TOTALS	6.66	1,300,000	1,072,500	177,500	50,000**	

AM APPROVAL DATES

*Old FAS 102
** See unusual circumstance

REMARKS
Additional Data: Item No. RS-54,
Project RS-227(8)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

11/3/76

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) SR 214 & 219, WCL Woodburn, N.W. 6.7 mi. 21 68	ADT	PRESENT 1,300	FUTURE 2,900 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon	STAT CODE 41 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H-T Pave & 3 Br. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (67)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) F- 14 23	NUMBER 75 7	SEQ. NO (1)

CARD 4	CLASS OF FEDERAL FUNDS Consolidated Primary	COUNTY NAME Marion			CODE 047 (14) (16)	
	NAME OF URBAN AREA Woodburn 17-31	ROUTE NO. P	FEDERAL-AID 75* (32)	STATE 140 (36)	U.S. (37) (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) 6201 X020		"Four Corners - Woodburn Section"	6.66	1,300,000	1,072,500	177,500	50,000**

(Util
as

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	6.66	1,300,000	1,072,500	177,500	50,000**
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

REMARKS
Additional Data: Item No. RS-54,
Project RS-227(8)

*Old FAS 102
** See unusual circumstance

FOUR CORNERS-WOODBURN SECTION

PROJECT NO. F-75(1)

Remarks --- continued

PROJECT DATA:

The work consists of resurfacing with high-type pavement and related grading and drainage of the existing facility to provide two 12-foot lanes with 4-foot paved shoulders and a bikeway 8-foot wide on the north side for approximately 430 lineal feet at the east end of the project. Construct one bridge and widen two bridges as tabulated below under "structures". Other incidental work common to this type of project.

STRUCTURES:

Sta.	Description	Type Code	Est. Cost
145+00	Beginning of Project		
314+90	W. Champoeg Creek Bridge No. 2283A, widen RC Panel Spans, L 57; HC 36'-8"; (includes 4'+ widening on each side).	X020	$25,300
343+60	E. Champoeg Creek Bridge No. 2284A, widen RC Panel Spans, L 63; HC 35'-01" (includes 3'+ widening on each side)	X020	$26,300
467+60	Senecal Creek Bridge No. 4442A, Remove extg. bridge, const. RC Slab Span, L 49; HC 36'.	X020	$63,400

EXCEPTION TO MINIMUM STANDARDS:

Geometric Design Standards for Highways Other Than Freeways 1969, published by AASHO, indicates a minimum roadway width including shoulders of 40 feet. Since this work is considered as an experimental type project we propose as a first stage of construction a 32-foot roadway.

UNUSUAL CIRCUMSTANCE:

The paving for this project is to be recycled asphalt reclaimed from the Woodburn-Hayesville Project No. I-5-5(36)260. Contract No. DOT-FH-15-220 Demonstration Project Division of the Department of Transportation Federal Highway Administration provides payment for 5,000 tons of recycled asphalt pavement (in place) based on the unit price but not to exceed $30,000. In addition reimbursement of actual cost to evaluate the project in accordance with an approved plan, but not to exceed $20,000 will be claimed.

DATA FOR 37's:

Roadway (Type Code 6201)	$ 1,185,000
Structures (Type Code X020)	115,000
Total estimated cost	$ 1,300,000

NOTE:

(1) This project is in Congressional District No. 2.

(2) On-the-Job Trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. documents.

FOUR CORNERS-WOODBURN SECTION

PROJECT NO. F-75(1)

Remarks --- continued

PROJECT DATA:

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7-2(2), on this project will be determined at P.S. &
stage and the number stipulated in the P.S. & E. docu

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PRO 6-2

October 15, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT FY 1977 Annual Program

We propose adding the following project to Part 2 of the subject program:

Area: R
Item No.: 70117
Project No.: F-75(1)
F. A. Route No.: FAP-75*
Section: Four Corners-Woodburn
Highway: Hillsboro-Silverton
Begin M.P.: 30.0
Length: 6.6
County: Marion
City: N/A
Work: Grade, Pave & Str.
Estimated Cost: 1,900,000
F.A. Cost: 1,630,000

*System Realignment

NOTE:

(1) P.E. authorized June 26, 1975 under RS-227(8).
(2) Status of FHPM 7-7-2, FHPM 7-7-5 and IM 50-1-70 unchanged.

JLG:ljt

cc: B. L. Gifford

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 12, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Four Corners-Woodburn Sec.
Hillsboro-Silverton Highway
Marion County

TO: E. S. Hunter
Deputy State Highway Engineer

Preliminary plans for the subject project have been completed and it is proposed to advertise for a December 16, 1976, letting. This requires that approval be secured to add this project to the 1977 Fiscal Year Program. It is presently carried on the FY 1980 listing.

This project calls for overlaying 6.66 miles with recycled asphalt reclaimed from the Woodburn-Hayesville project. The material is presently stockpiled at the St. Louis Angling Ponds and must be removed by October, 1977, or it becomes the property of Marion County. One structure is replaced, two are widened and one box culvert is being extended.

An FHWA demonstration program has been approved in conjunction with the use of the recycled asphalt for $50,000.

The preliminary estimate with engineering and contingencies is approximately $1,300,000.

1 Versteeg ✓
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cc: H. S. Coulter
L. W. Rulien
C. O. Fredrickson
C. Head
F. Eriksen

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FOR

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Duane
Draft a letter to the Commission for the Nov. meeting.
ER

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 11, 1976

Fred Eriksen

FROM: Fred Eriksen
Design Team Supervisor

SUBJECT: Four Corners-WCL Woodburn Section
Hillsboro-Silverton Highway
Marion County

TO: MEMO TO THE FILES

Preliminary Plans for the project were reviewed October 4, 1976, in a meeting at the Region 2 Office.

Participating in the review were:

Gerald Wimer	Region Construction Engineer
Paul Reidl	Area Engineer, FHWA
Rick Kuehn	District Engineer
Ed Hall	Resident Engineer
Jim Cheney	Resident Engineer
Jim Butler	Specifications
Jack Allaway	Bridge Design
Ed Welch	Region Environmentalist
Tom Iwen	Designer
Fred Eriksen	Design Team Supervisor

The following plan and specification details were discussed:

1. Mr. Wimer requested an 8 foot paved bikeway be added on the left side to the last 500 or 600 feet of the job on the Woodburn end. We will add a curb at the shoulder line and show 8 feet of paving back of the curb. To complete the bikeway to the Woodburn Interchange, a section between the frontage road and the interchange ramps is planned to be built with State Forces.

2. Mr. Reidl objected to the use of new asphalt material in the roadway typical section. He pointed out that this is a demonstration project to test the use of recycled asphalt material.

3. Mr. Kuehn indicated he would like to have a guardrail, at Sta. 465 Lt., extended on the inside of the curve.

4. Mr. Cheney has been reviewing the paving quantity needs and believes there will be enough recycled material to do the job. He proposed the work order of paving be: a) the patching and leveling course; b) the excavation of one shoulder immediately followed by the paving on that shoulder; c) the excavation and paving of the remaining shoulder; and, d) complete the paving lifts on the roadway and shoulders.

5. Mr. Butler indicated the project is scheduled for the December 16th letting. The completion date for the contract will probably be the end of September, 1977. The bridge work should be completed by July 1, 1977, to avoid having to get additional permits.

6. The O-9 oil mat on County Road 521 (as per agreement) should be placed prior to the contractor's hauling of recycled materials over it. The contractor will be required to maintain it. The haul road on the Wildlife property will be set up for water to control dust during the haul and the lime treatment after the haul is completed.

7. Work stoppage periods for Holidays and the St. Paul Rodeo were mentioned.

8. It was proposed that a limit be placed on the flagging time for Senecal Creek Bridge stage construction and that time beyond the limit be the contractor's responsibility. It was requested that we review the flagging vs. traffic signal method of handling traffic again.

9. The Bridge construction and placement of end fills was discussed. It was proposed that about $4,000 for embankment foundation excavation at the end fill areas be provided. The specifications should provide than any drop-off in the pavement, when the existing bridge curbs are removed, is to be corrected with AC tapered to the new curb.

10. It was recommended the riprap pay item be truck measure and the plan quantities include a 50% allowance over the computed quantities.

11. A dust palliative will be necessary for the borrow haul road. It was proposed that a bid item be added for the oil (MC?), the quantity based on the length and a 16 foot width and the cost of cover rock included in the oil.

12. At about Sta. 247+00, there is an existing traffic counter, $500 should be allowed to relocate or adjust this facility.

13. Box culvert construction at Case Creek Sta. will not require a Corps permit (404).

FE:az
cc: Gerald Wimer
Paul Reidl
Rick Kuehn
Ed Hall
J. Cheney
J. Butler
J. Allaway
Ed Welch
Tom Iwen

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FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 30, 1976

TO J. H. Versteeg
Road Design Engineer

FROM Gordon
Gordon Beecroft
Research Engineer

SUBJECT Four Corners-Woodburn Hillsboro-Silverton
Marion County

Attached is a copy of the contract and work plan for the demonstration project on recycling the asphalt concrete on the Four Corners-Woodburn project. Probably some aspects of the work plan will need to be reflected in the specifications.

Article II of the contract lists two modifications to the work plan as submitted. These are the requirement to: 1. Maintain the energy (fuel, electricity, etc.) requirements of the recycling process to compare the energy useage to that of conventional construction; and 2. provide the Federal Highway Administration with applicable cost data upon completion of construction.

Notice the contract requires completion within twelve months of the effective date of the contract. Although the effective date is not shown, it was very important to FHWA to have the contract signed before October 1 so it could be included in the transition quarter. I assume from this the effective date will be during the last part of September, 1976.

Through copies of this letter, I am asking Construction, Region, and Materials to review the contract and work plan and provide you with any necessary information regarding the preparation of specifications and the project contract.

The Demonstration Projects Office is providing $30,000 to offset some of the construction costs and $20,000 for the evaluation of the project.

GB:lt

attachment

cc: C. T. Keasey (w/att.)
J. C. Jenkins (w/att.)
C. O. Fredrickson (w/att.)

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RESEARCH SECTION

1000 North Glebe Road
Arlington, Virginia 22201

SEP 08 1976

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Mr. H. Scott Coulter
Administrator and State
  Highway Engineer
Oregon State Highway Division
Salem, Oregon 97310

Through:
Mr. Glen L. Green
Division Administrator
Salem, Oregon

Dear Mr. Coulter:

Enclosed for your review and signature are two copies of proposed Contract No. DOT-FH-15-220 for the documentation, evaluation, and reporting of Demonstration Project No. 39, Evaluation of Recycled Asphalt Pavement to be produced and placed on the Four Corners-Woodburn section of the Hillsboro-Silverton Highway. The details of this project have been previously discussed with Mr. Gordon Beecroft of your office.

If the contract meets with your approval, please sign both copies in the appropriate box on the cover sheet and return to this office.

An executed copy will be returned for your files. Any questions regarding the specifics of this contract may be directed to Mr. Steve Bockett, 703-557-0522.

Sincerely yours,

/s/ Thomas O. Edick

Thomas O. Edick
Regional Engineer

Enclosures

cc:
RFHWA L. D. Lybecker, Region 10, Portland, Oregon, [illegible]
G. Beecroft, Oregon State Highway Division, Salem, Oregon

[illegible]

9504 140

Salem, Oregon
September 30, 1976

ORIGNAL SIGNED
DUANE C. CHRISTENSEN
Duane C. Christensen
Final Design Engineer

R. W. Ellison
Bridge Administration Engineer

Temporary Illumination
Four Corners-Woodburn Section
Hillsboro-Silverton Highway
Marion County

Temporary illumination design for one location on the above section is required.

Please prepare design, plans, and specifications for the temporary illumination and return a copy to us.

Attached is a plan of the required location.

COT:az
Attachments
cc: W. G. Beard
Fred Eriksen

/ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
September 20, 1976

Wm J Sample for

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Four Corners-Woodburn Sec.
Hillsboro-Silverton Highway
Marion County

TO: MEMO TO THE FILES

The possibility of closing the subject highway for up to two weeks for the construction of the Seneca Creek Bridge was discussed with Mr. Wimer on Thursday, September 16, 1976.

After reviewing the location with his engineering staff he advised us that the road should only be closed as a last resort and recommend we proceed with a stage construction design.

Bridge has been requested to work up a stage construction design.

DOC:az
cc: G. Wimer
J. Allaway
F. Eriksen

1 Versteeg ✓
Olson
2 Christensen Don
Scott
3 Swenson
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
September 13, 1976

FROM: Fred Eriksen
Fred Eriksen
Design Team Supervisor

SUBJECT: Four Corners-W.C.L. Woodburn Sec.
Hillsboro-Silverton Highway
Marion County

TO: MEMO TO THE FILES

The status of plans, permits and agreements for the project was reviewed September 8, 1976, in the Region 2 office.

Those attending were:

Charles Fredrickson	Regional Engineer
Jim Chaney	Resident Engineer
Duane Christensen	Final Design Engineer
Ed Hall	Resident Engineer
Bill Fretwell	Region Geologist
Rick Kuehn	District Engineer
Don Thurston	Assistant Resident Engineer
Tom Iwen	Designer
Fred Eriksen	Design Team Supervisor

The review covered the following points:

1. The stockpile of asphalt pavement material must be removed by the fall of 1977 or it becomes the property of Marion County.

2. The county permit for paving plant set-up will be extended to the fall of 1977.

3. The borrow source proposed for the project was the fish pond area near St. Louis that was used for the freeway widening. Mr. Fredrickson indicated this material was very fine, eroded easily and should only be used on slopes of 4:1 or flatter. He proposed that another source of material be found.

Mr. Fretwell will investigate the possibility of getting the embankment materials from state owned sources near St. Paul.

The Region will furnish us with sketch maps, etc., on the borrow source to be used.

4. Region requested a sequence of the overlay construction be written into the specifications as follows:

a. A.C. patching and leveling work

b. Excavation and base course paving on one shoulder (left or right) and then on the remaining shoulder.

c. Place the recycled asphalt materials, in practicable lift thicknesses.

5. At this point in the discussion it was discovered there was a divergence of opinion on what the finished pavement surface should be. The Region indicated it should be the final lift of recycled asphalt. The base design called for an immediate 1-1/2" lift of new A.C.

I will discuss the base design with Clarence Gregg to resolve this problem.

6. The A.C. mix design was discussed. Mr. Fredrickson called Jim Wilson, who is working on the design, and was informed the design should be completed about September 10th. It is my understanding the mix design will call for minimal amounts of new asphalt and aggregates.

7. We will contact Don Keyes to determine whether Corps (404) permits will be required at the structure locations.

8. We will review the possibility of stage constructing Senecal Creek Bridge with the Bridge Section.

FE:az
cc: C. O. Fredrickson
Jim Chaney
Ed Hall
D. O. Christensen
Bill Fretwell
Rick Kuehn
Tom Iwen
C. G. Swenson

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
3 Swenson
Savage
Trout

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 7, 1976

FILE:

FROM: DAVID A. TERBELL
Regional Liaison Agent

SUBJECT: 4 Corners-WCL Woodburn Section
Hillsboro-Silverton Highway
Marion County

TO: FRED ERIKSEN
Road Design Engineer
222 State Highway Building
Salem, Oregon 97310

I have concluded my second lengthy meeting today with John Weisz Sr. and John Weisz Jr. relative to the possibility of State acquiring a temporary construction easement for a detour road at Senecal Creek. We met on the site where Jim Chaney's office has the area staked for this discussion. The drawing you furnished for this owner contact shows the easement area to be 0.35 acres. John Sr. is the underlying fee holder, but John Jr. does the talking and John Sr. lets Jr. make the final decision. John Jr. after careful thought and considering everything that might feel an impact from this work to how they will supervise the work as he has found by experience that the Highway Department workers or contractors have to be under constant supervision in order for them (the owners) to get what they are supposed to have per the transaction, decided the easement should be worth $2,000. There are 20 Ash trees of varying sizes from 6" in diameter to 18"± and a good many other small ones from 1"± to 6"± within the easement area. John Jr. places an extremely high value on these trees, even though there is a very large grove of them beyond the easement area. He further requests the trees to be removed, be stockpiled on their land for his boys to work up for firewood later. Also the fencing creates an almost unsurmountable obstacle. The line fence between the rye grass field and the timber pasture is fenced with heavy guage woven wire that is no longer available on the market. Therefore he wants that fencing rolled up and reused. Also in refencing the right of way upon completion of the project, the water gap is a problem. It washes out every season and he wonders if State could put in swinging gates suspended from a cable that would open during periods of high run off and not wash out from the debris that collects on the fence. The time of year work is under way is another problem to John Jr. He says State should be in there right now. He is therefore concerned about the duration of the easement. The pointing of the rows of rye grass at the west end of that field adjacent to the highway causes loss of utility during the spraying season when they spray with a rig with a 35' wide boom. When they turn at the end of pointed rows and get any overlap, which doubles the application, that much of the crop is lost. Should the work be undertaken now and finished before the rainy season that problem would cease to exist. He also wants to know if the 2 pipes for drainage under the detour road will also be fenced to contain his livestock so they cannot walk through. I assured him it would be, then he wants to know "how"? Type, size and clearance of stucture including horizontal and vertical were discussed. Also drainage for the entire area drained by Sececal Creek, at great length. Last but not least, the area computation of 0.35 ± acre of this was questioned as being too little.

If this easement is finally requested and the right of way section is authorized to appraise and negotiate, we will be obligated to go through these various processes and negotiate and on the reviewed appraisal. This I explained to them, saying I was not here today to appraise or negotiate. I can see no way where this appraisal can approach $2,000. The land and all upon it shouldn't command more than $2,000 per acre, for an outright purchase, of the area of this discussion.

John Sr. told me on the sly, he was willing to give the State use of the land just to restore it and the fencing. This will be a tough negotiation.

D. A. Terbell
D. A. Terbell
Regional Liaison Agent

DAT:jj
cc: J. B. Boyd
John Oakes
Jim Chaney
Rod Henry

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Olson
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3 [illegible] F.E.

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 13, 1976

FILE:

FROM: J. H. Versteeg
Road Design Engineer

J H Versteeg

SUBJECT: Recycling Overlay
Woodburn C.L.-Four Corners

TO: E. S. Hunter
Deputy State Highway Engineer

The contract plans for this project are being worked on in Final Design with preliminary plans due in mid-september. The following is the status of the project.

1. The field cost estimate is 1.6 million dollars.
2. The FHWA has given tentative approval to the base design, section widths and basic concepts of the project.
3. A draft of the letter to the Transportation Commission moving this project up from 1980 has been completed by Mr. Rulien's office.
4. We do not plan to obtain any right-of-way for this project. The construction of adequate roadside drainage and certain driveways may be difficult.
5. Two structures are to be widened and one structure needs to be rebuilt. If the detour easement cannot be readily obtained for the rebuilding of the structure, this work will be deleted from the present project.
6. The asphaltic concrete stockpile agreement is good until July 1, 1977. Mr. Chaney, Region 2 Location Engineer, is working on an extension of the county permit for a paving plant set-up.
7. A work plan to obtain the $50,000 demonstration funds has been submitted to R. L. Schroeder by Gordon Beecroft. This work plan should be submitted to Glen Green to program the $50,000 FHWA funds.

JHV:jh
cc: H. S. Coulter
C. T. Keasey
Gordon Beecroft
C. O. Fredrickson

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
AUG 13 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
AUG 16 1976
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

8504 140

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
August 12, 1976

Duane O. Christensen
Final Design Engineer

W. J. Hart
Bridge Design Engineer

Four Corners-WCL Woodburn
Hillsboro-Silverton Highway
Marion County

We have been instructed to develop contract plans for the subject section for an early letting. The asphalt to be recycled for use on this project is presently stockpiled on leased land with the stipulation that the asphalt becomes the property of Marion County if not removed by the Fall of 1977. This among other problems necessitates moving this project up.

Please pursue necessary investigation and design to resolve the structural problems involved with the bridges on this section. If is necessary to consider everything possible to eliminate right-of-way takings if we are to go with an early contract.

RECEIVED
AUG 16 1976
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DOC:az
cc: F. Eriksen
F. O. Scott
C. O. Fredrickson

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 15, 1976

FILE: CON 5 #7866
X CON 21 / 4

FROM: C. T. Keasey CT Keasey
Construction Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Salvaged A.C. Materials
Woodburn-Hayesville Section
Pacific Highway I-5
Four Corners-Woodburn Section
Hillsboro-Silverton Highway

Attached are copies of correspondence from Gerald Wimer and Ed Hall relative to the storage and use of the A.C. materials which were salvaged from the Woodburn-Hayesville Section of I-5 and which we still hope to recycle and use on the Four Corners-Woodburn Section of the Hillsboro-Silverton Highway.

Also attached are copies of the agreement with the Wildlife Commission and the conditional use permit from Marion County.

As indicated in the agreement, we have until October 31, 1977, to use the material and clean up the site, and we apparently will not be able to negotiate an extension of this date.

It would appear then that if we are to use the material on the Four Corners-Woodburn project, it would have to be let to contract this fall, or quite early next spring at the very latest.

CTK:fr

Att.

cc: Gerald Wimer

RECEIVED
STATE HWY ENGR
JUL 15 '76
REFER TO
Orig to Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

How do we stand for 77-78 financing with no increase in revenue?

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 13, 1976

FILE: 624-1089

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Salvaged A.C. Materials
Woodburn-Hayesville Sect.
Pacific Interstate Hwy.
Contract 7866

Agreements were made with the Oregon State Wildlife Commission and Marion County relative to stockpiling the salvaged A.C. materials from the subject project onto the Wildlife Commission St. Louis Warm Water Fishery property. That permission expires next year at which time these materials become the property of Marion County.

Since the Four Corners-Woodburn project on which these materials have been planned to be utilized is not scheduled in the six year construction program until fiscal year 1982, this office 1980 took the prerogative of contacting Mel Cummings, Property Manager of the Wildlife Commission, to determine if the agreement could be extended at least another year. According to the attached July 8, 1976, letter from Project Engineer E. J. Hall it cannot.

Therefore, it is very imperative the Four Corners-Woodburn project be accelerated until next year or otherwise these materials will not be available to the Oregon State Transportation Commission for utilization. It is, therefore, imperative that this information be brought to the attention of Deputy State Highway Engineer E. S. Hunter and State Highway Engineer H. S. Coulter with the recommendation that the necessary program adjustments be made. It would be appreciated that you advise us of their response so that we may take the necessary follow-up actions.

GWW/dcb
Attachment
cc: Don Harwell
Rick Kuehn
E. J. Hall
Jim Chaney

Routing
1 Keasey K
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Richards
Bond
Glenn
Jackmond
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CONSTRUCTION
Walker
SECTION

FORM 81-734-1030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem
July 8, 1976

FILE: 624-1089

E J Hall

FROM: E. J. Hall
Project Engineer

TO: C. O. Fredrickson Attn: G. W. Wimer
Regional Engineer Reg. Const. Engr.

SUBJECT: Woodburn Int.-Hayesville
Inter. Section
Pacific Highway-Marion County
Contract #7866
A.C. Storage - St. Louis
Warm Water Fishery

Today I spoke to Mel Cummings, Property Manager, Wild Life Commission, about the possibility of another year extension for the storage of the AC recycling material at the St. Louis Warm Water Fishery site.

Mel was very doubtful that we could get another years extension. He said the problem is not with the Wild Life Commission, but with getting the approval of the Bureau of Outdoor Recreation. Apparently from what he said, the BOR did not want to let us have the additional year we requested last summer and he thinks now our chances for another extension are nil.

This means the Highway Division will have to give Marion County a positive answer on use of the salvaged A.C. by July 1, 1977.

REGION 2 ENGINEER
RECEIVED
1976
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UFE GEO RSO RCC RFE

SUPPLEMENTAL AGREEMENT

THIS AGREEMENT made and entered into this 27th day of August, 1975, by and between the STATE OF OREGON, by and through its FISH AND WILDLIFE COMMISSION, hereinafter referred to as "Wildlife" and the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter referred to as "Highway", supplements the agreement executed June 22, 1972 whereby the parties hereto agreed to cooperate in the upgrading of U. S. Highway I-5 and the development of the St. Louis angling ponds.

WHEREAS, Wildlife has land available for Highway's asphalt plant at its St. Louis pond area and can benefit from this operation if located at a designated spot.

Wildlife agrees to:

1. Permit Highway to use the present haul road entering the southeast corner of the pond area for removal of asphalt from the freeway to the asphalt plant location.

2. Permit the erection and operation of an asphalt plant on the parking area, shown on Exhibit A, between July 1, 1975 and October 31, 1977 for recycling of approximately 50,000 yards of asphalt.

3. Determine the elevations for the exit haul road from the asphalt plant to the county road shown on Exhibit A and B.

Highway agrees to:

1. Stake and use the parking area and exit haul road for the asphalt plant as shown in Exhibit A and B.

2. Leave the haul road from I-5 freeway to the parking area in substantially the same condition as before pond excavations, including seeding and mulching to standards listed in the excavation contract.

3. Remove the asphalt plant, and all stockpiles of asphalt paving and other material leaving the parking area in as clean and smooth a condition as before erection of the asphalt plant. Said removal of material and cleanup to be completed by October 31, 1977.

4. Construct the exit haul road to the standards of the typical section shown on Exhibit C. Road to be built to the elevations determined by Wildlife.

5. Construct asphalt penetration macadam type 0-9 on County Road No. 521.

6. Comply with provisions 1 through 5 of the Marion County Planning Agreement attached as Exhibit D.

STATE OF OREGON, by and through
its DEPARTMENT OF TRANSPORTATION,
Highway Division

By ______________________

Title Adm.

Date August 27, 1975

...ORNEY GENERAL

STATE OF OREGON, by and through
its FISH AND WILDLIFE COMMISSION

By ______________________

Title Director

Date 8/14/75

KNOW ALL MEN BY THESE PRESENTS, That MARION COUNTY, hereby agrees to remove any and all asphalt and other road building material remaining on the above mentioned parking area and to clean up the property as required above in Item 3 of Highway obligations, provided that County receives a written request from Highway to do so by no later than August 1, 1977.

Dated this 6th day of August, 1975.

MARION COUNTY

By Pat McCarthy
County Commissioner

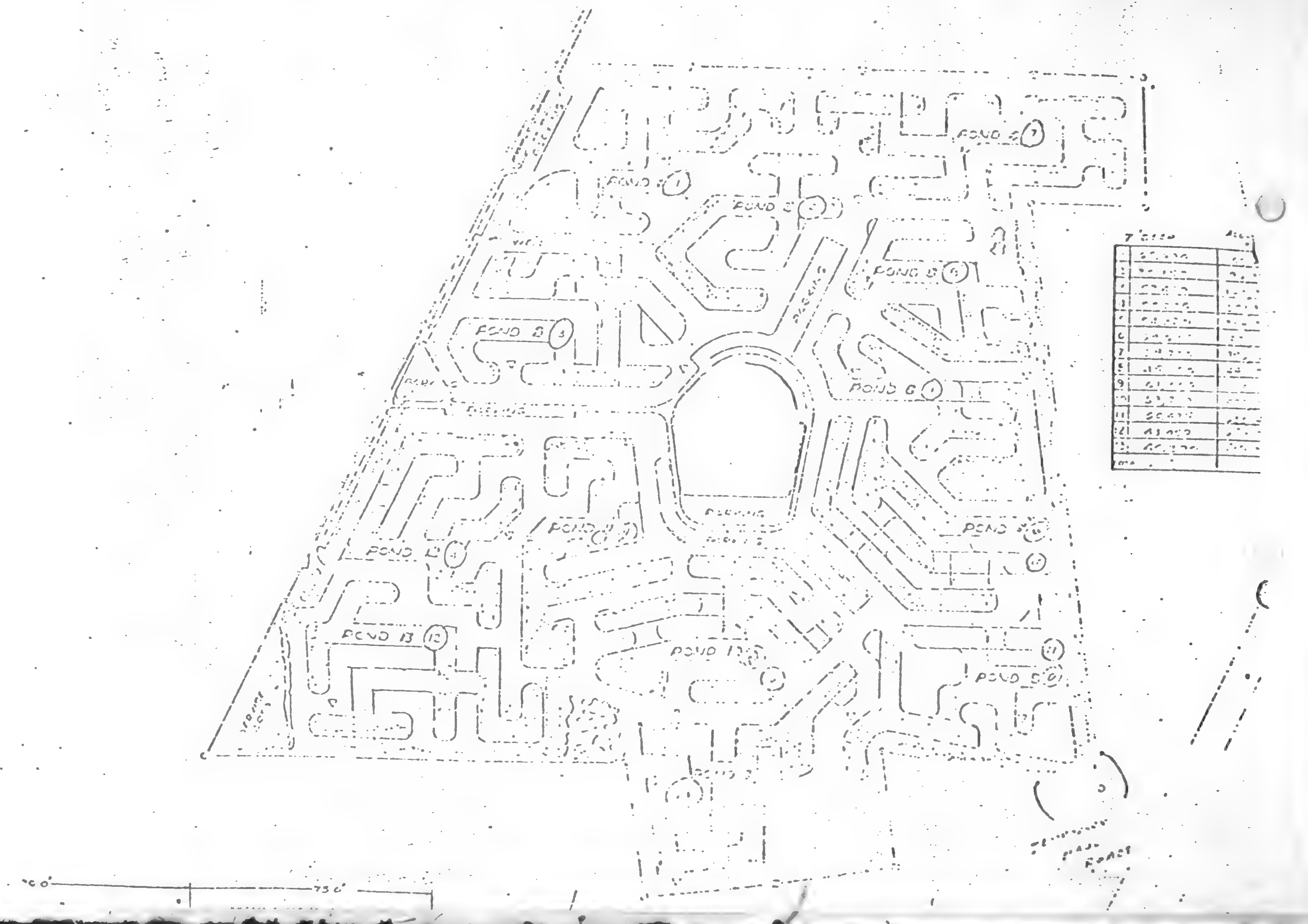
By ______________________
County Commissioner

By ______________________
County Commissioner

[illegible] TO [illegible]

ks/in

EXHIBIT "A"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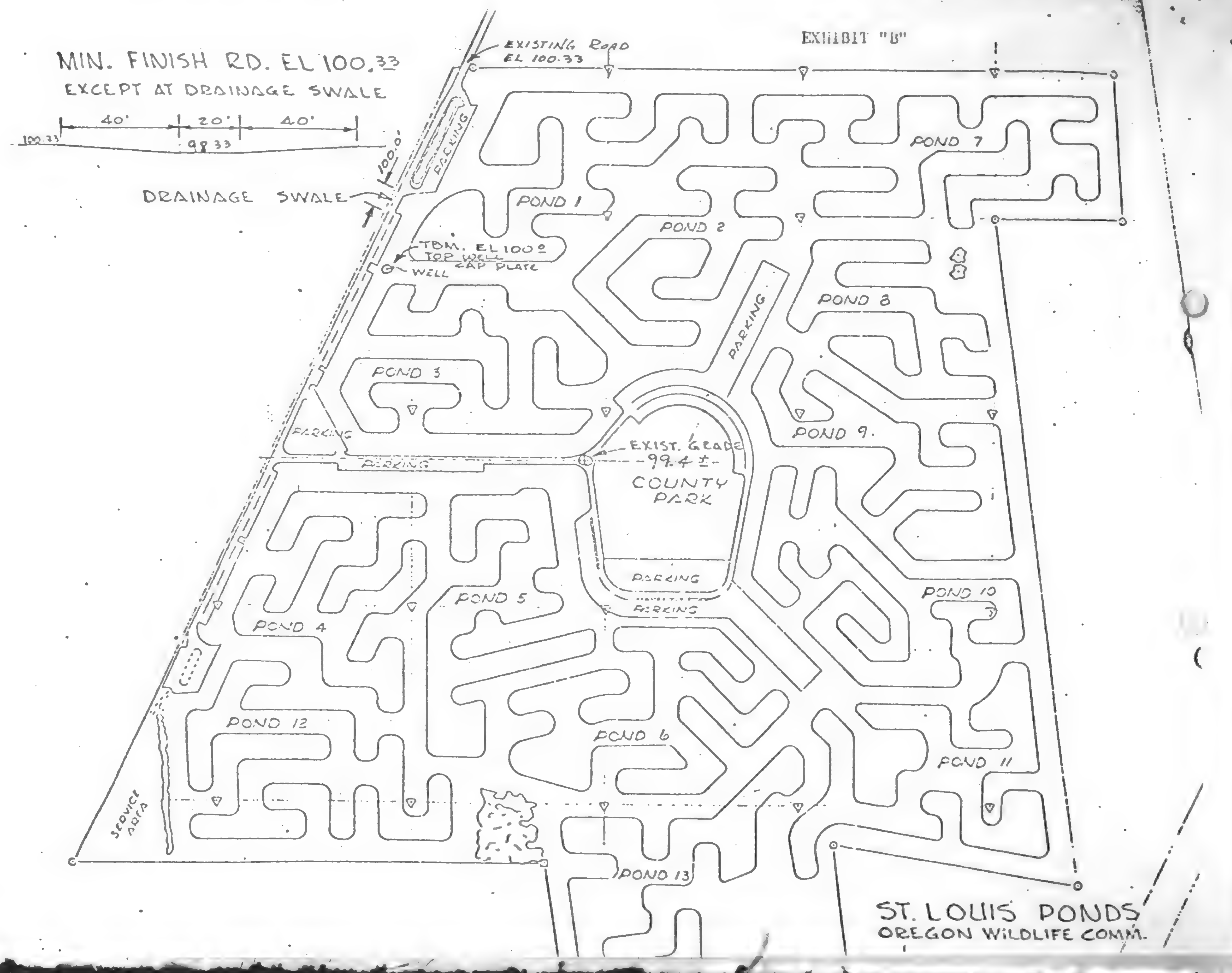
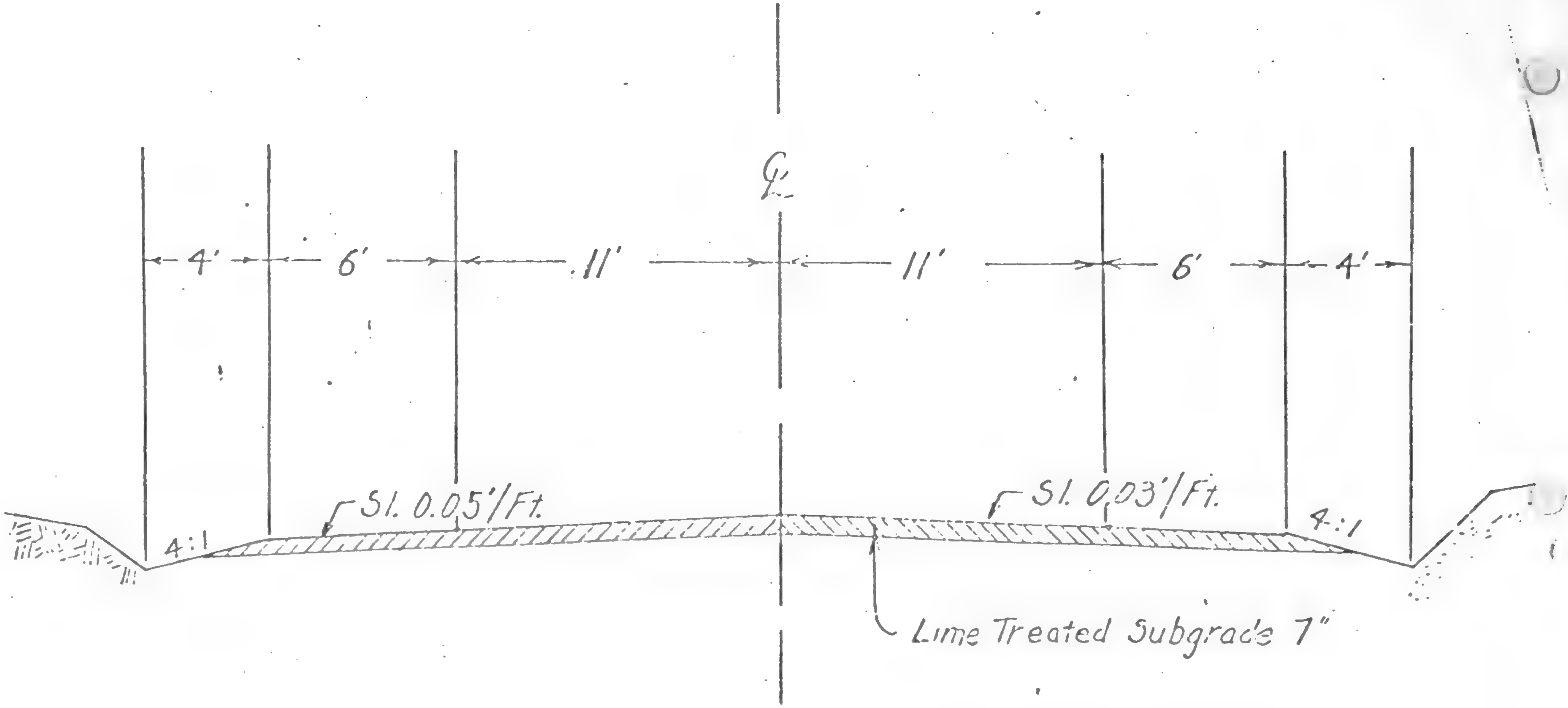
MAIN ROAD
750'

EXHIBIT "B"



ST. LOUIS PONDS
OREGON WILDLIFE COMM.

EXHIBIT "C"



22' Typical Section

BEFORE THE MARION COUNTY PLANNING COMMISSION
MARION COUNTY, OREGON
Conditional Use Case No. 75-[illegible]

In the Matter of the Conditional)
Use Application of)
)
)
Oregon Wildlife Commission and)
Oregon State Highway Division

NOTICE OF ORDER GRANTING CONDITIONAL USE

NOTICE IS HEREBY GIVEN to the above-named petitioners that the aforesaid application for conditional use is granted, subject to the conditions stated in the attached report, which report by this reference is made a part hereof.

THIS CONDITIONAL USE shall not be effective until ten days after the mailing of the notice of decision, and then not in case certification of the proceedings has been requested by the Board of Commissioners, or an appeal has been taken as hereinafter provided; in either case, the conditional use not being effective until the Board of Commissioners has acted on the certification of appeal.

THIS CONDITIONAL USE shall be effective only when the exercise of the right granted hereunder shall be commenced within six months from the effective date of the conditional use, unless a longer period be specified or thereafter allowed by the Commission. In case such right be not exercised, or extension obtained, the conditional use shall be void.

DATED at Salem, Oregon, this 3rd day of June, 1975.

MARION COUNTY PLANNING COMMISSION

By-
Secretary

Effective date: 6/13/75

Expiration date: 12/13/75

NOTE: PERMITS are required PRIOR to construction, and PRIOR to the installation of septic tanks and drain fields. Please make application to the Marion County Building Inspector, Room 22, Marion County Courthouse, Salem, Oregon. Telephone: 588-5147

EVIEW COMMITTEE REPORT
Marion County Planning Commission
May 27, 1975

EXHIBIT "G"
Agenda Item No. 3.7
CONDITIONAL USE CASE NO. 75-24
Filed: April 11, 1975
Public Hearing Held: 5/6/75

1. APPLICANTS: Oregon Wildlife Commission and Oregon State Highway Division

2. FILED BY: Oregon State Highway Division

3. REQUEST: To operate an asphalt plant in an EFU (Exclusive Farm Use) zone (Section 136.230 (d) of the Marion County Uniform Zone Code)

4. LOCATION: On the west side of the I-5 freeway, approximately 3.42 miles south of Woodburn (Secs. 21, 22, 27 & 28, T5S, R2W)

5. LEGAL DESCRIPTION: As set forth in application file

6. REPORT OF FACTS: The Oregon State Highway Division desires to operate an asphalt plant on property now being developed as the St. Louis Warm Water Fishery. The plant will operate temporarily while approximately 50,000 tons of asphaltic concrete is salvaged and reprocessed for use on another state highway. The asphalt is being salvaged from the I-5 freeway widening project and should be completed by the summer of 1976. The applicants have stated that this proposal will result in savings of crushed rock, asphalt, fuel and kilowatts. The land use pattern is predominantly open farmland and is designated as General Agriculture on the Comprehensive Plan Map.

A response has been received from the Department of Environmental Quality indicating they have no objections to the request. They note however that approval of DEQ and the Air Pollution Authority will be necessary prior to construction. The Marion County Public Works Department has stated that they would favor the request. According to the applicants the County is required to develop the access road and parking areas for the county park. The availability of this recycled asphalt will save the County approximately $25,000.

Opposition to this request comes from nearby property owners who are concerned about truck-traffic and damage to nearby county roads. They are also concerned about the environmental impact with respect to dust and air pollution.

7. REVIEW COMMITTEE CONCLUSIONS: It is the Committee's finding that this project will result in substantial and significant savings in terms of dollars and energy. We fully support the State's efforts to recycle asphalt material and feel that the short range use of this property will not result in any adverse environmental

problems. We also find that if available technology and standards are applied, the operation of this asphalt plant will not adversely affect the air quality of the area.

We also find that with proper conditions the operation of this facility can demonstrate the value in recycling our natural resources and realize substantial savings to the public as well.

8. REVIEW COMMITTEE RECOMMENDATION: The Committee recommends that the conditional use be GRANTED, provided:

1. The asphalt plant be removed by October 31, 1976.

2. Approval is obtained from the Department of Environmental Quality and the Mid Willamette Valley Air Pollution Authority or its successor.

3. All access roads, including CR 521, be maintained in a dust-free condition prior to the establishment of the asphalt plant and be paved prior to the expiration of this application.

4. All truck traffic associated with the asphalt plant shall be prohibited from using that portion of Keene Road (CR 524) between 99E and the intersection of CR 524 and 523.

9. COMMISSION ACTION: On this 27th day of May, 1975, the Commission adopted this report and forwarded it to the Marion County Board of Commissioners.

Secretary

CURTIS/jf

NOTICE OF PUBLIC HEARING AFFECTING THIS AREA

CONDITIONAL USE CASE NO. 75-24

PURPOSE OF HEARING: To consider an application to operate an asphalt plant in an EFU (Exclusive Farm Use) zone (Section 136.230 (d) of the Marion County Uniform Zone Code) on property located on the west side of the I-5 freeway, approximately 3.42 miles south of Woodburn (Secs. 21,22,27 & 28, T5S, R2W), and as shown on the map below.

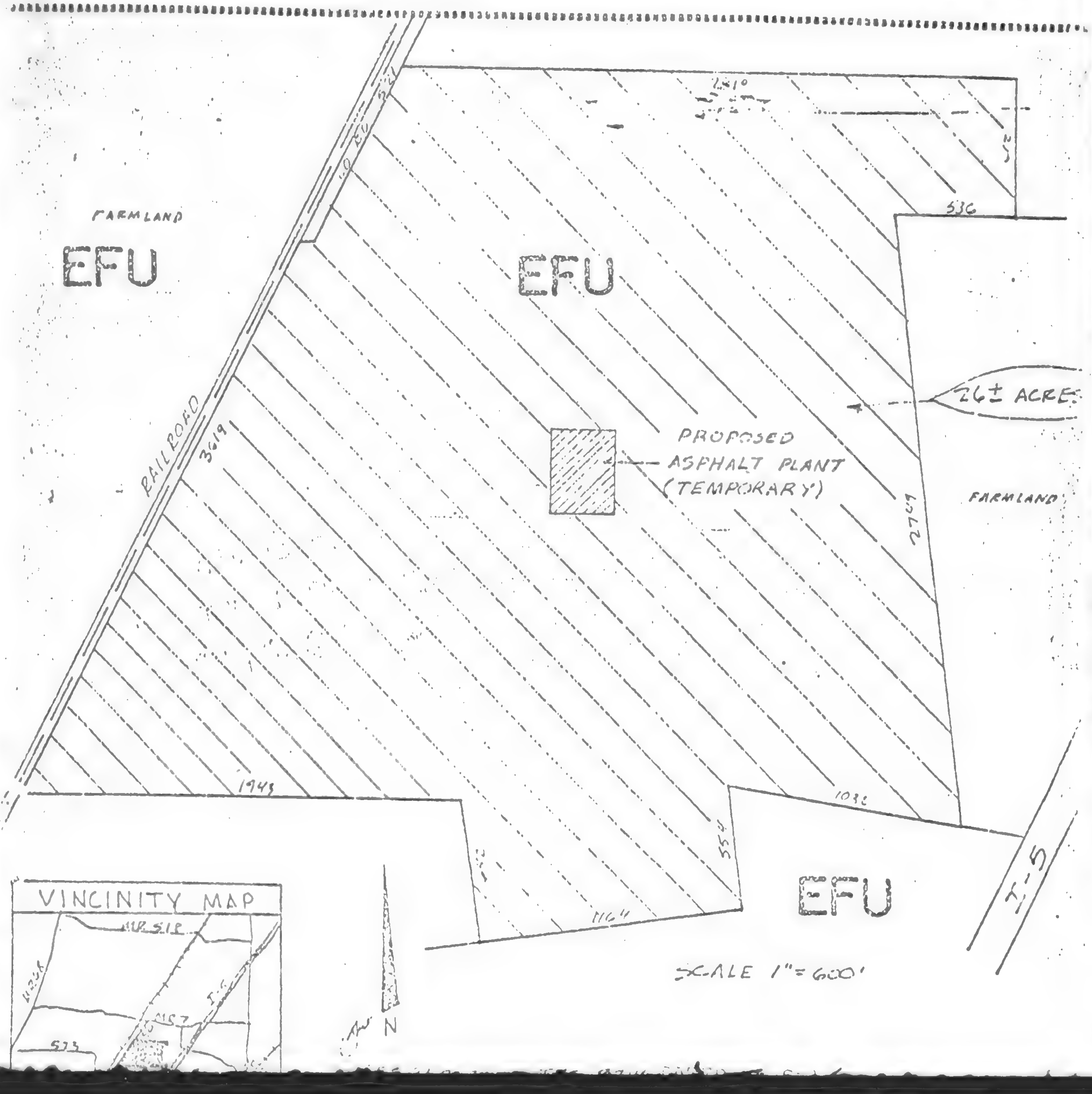
APPLICANTS: Oregon Wildlife Commission and Oregon State Highway Division

DATE OF HEARING: May 6, 1975

TIME OF HEARING: 7:30 p.m.

LOCATION OF HEARING: First Floor Conference Room, 3180 Center St NE, Salem, OR

ANY PERSON wishing to speak either for or against the proposed conditional use may do so in person or by attorney at the public hearing. Also, written objections may be filed with the Secretary to the Planning Commission by persons in the affected area.



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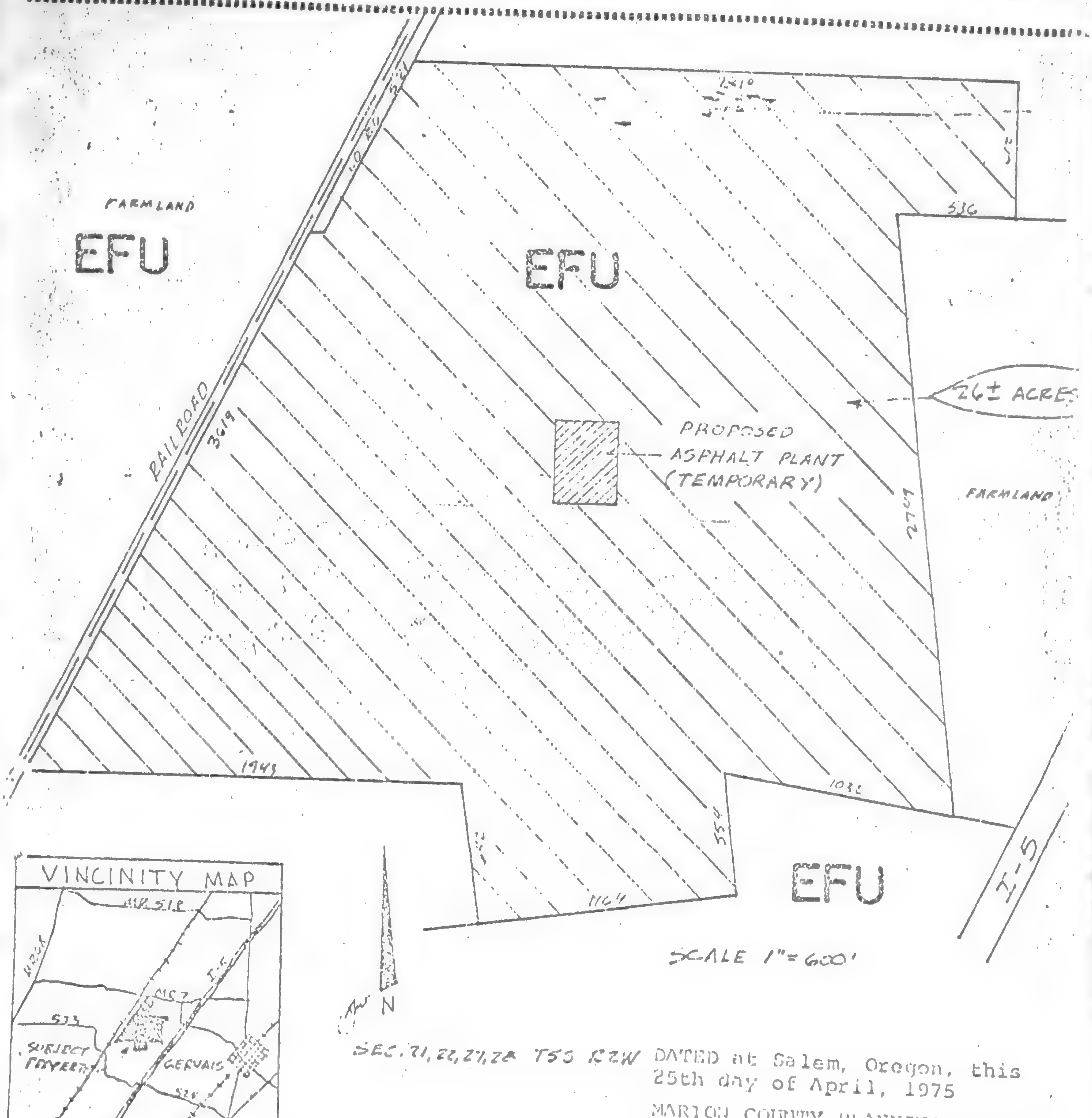

DATED at Salem, Oregon, this
25th day of April, 1975
MARION COUNTY PLANNING COMMISS
By: Randy Curtis, Secretary
Salem Phone: 588-5038

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

June 4, 1976

FROM: Frank E. Terpin F.E.T.
Location Engineer

TO: J. H. Versteeg
C. T. Keasey
Gordon Beecroft
C. O. Fredrickson
Clarence Gregg
John Jenkins

SUBJECT: Four Corners-Woodburn Section
Hillsboro-Silverton Highway
Marion County

NOTED
E. S. HUNTER

Reference is hereby made to the fourth paragraph of the attached memo by O. B. Jackmond. I discussed with Bryant the need for urgency in preparing the plans to comply with Mr. Hunter's instructions.

The field survey will be completed this week. The time required to prepare plans, acquire right of way and advertise for bids will probably preclude obligating funds by this fall in order to take advantage of FHWA funding of a demonstration project for the use of recycled asphalt concrete pavement.

However, it may be possible that FHWA demonstration funds may be available in the next or succeeding fiscal years. Therefore, the plans should be prepared with an anticipated bid opening in the spring of 1977, should finances permit.

Mr. Beecroft requires certain details concerning the methods of construction and the materials to be used in order to prepare his proposal for the demonstration project.

It is suggested that the recipients of this letter meet to discuss the details that Mr. Beecroft needs.

Attachment

FET:mc

cc E. S. Hunter ✓
L. W. Rulien
Gary Potter

RECEIVED
STATE HWY ENGR
JUN 4 '76
REFER TO

FOR

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FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

June 1, 1976

FROM: O. B. Jackmond
O. B. Jackmond
Construction Field Engineer

SUBJECT: Four Corners - Woodburn Sec.
Hillsboro - Silverton Highway

TO: THE FILES

The status of the subject project was reviewed by telephone with Mr. E. S. Hunter and others. This memo summarizes that review.

Salvaged asphaltic concrete material from the Woodburn-Hayesville project has been stockpiled with the anticipation of recycling and utilization on a future project. The material is stockpiled on Marion County property by an agreement which expires after the 1977 construction season.

We have approached the FHWA as to the possibility of obtaining Demonstration Project funds to assist in an asphaltic concrete recycling project and have received information that a maximum of $50,000 may be available. These funds would be available to perform the additional engineering required in such an experimental project. Further, we have been advised that these funds may not be available unless obligated by this fall.

The subject project is in the process of being worked up to utilize this stockpiled asphaltic concrete. However, this project appears on the present preliminary six year program for fiscal year 1982. Mr. Hunter is of the opinion that we should proceed to complete the work up for this project and attempt to advance it on the schedule should funds become available. Funds are not available at this time and the outlook is dim without some positive action by the voters and the legislature.

Mr. Gordon Beecroft would like to meet with Region, Laboratory and Construction Section representatives to persue the recycling process and alternatives. It is suggested that Region arrange such a meeting.

OBJ:mk

cc: E. S. Hunter /
Frank Terpin
John Jenkins
Gordon Beecroft

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LOCATION
SECTION

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
May 5, 1976
Salem, Oregon

FILE: 624-1089
124-1982

FROM: Gerald W. Wimer Gerald Wimer
REGION II CONSTRUCTION ENGINEER

TO: Frank Terpin
LOCATION ENGINEER

SUBJECT: Location Data
Four Corners-WCL Woodburn
Hillsboro-Silverton Highway

Salvaged AC Pavement
Woodburn-Hayesville Section
Pacific Interstate Highway
Contract 7866

The April 14, 1976 transmittal of the subject location indicated "there is also an outside possibility that interstate funds can be secured for the crushing of these (salvaged AC) materials" under the subject construction project.

FHWA Area Engineer P. V. Riedl's April 22, 1976 memorandum attempting to secure such funding is attached. Unfortunately, he was not successful.

1 Versteeg ✓
Olson
2 Christensen Don
Scott
Swenson
Savage
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MAY 7 - 1976
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Cole Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

GWW/dea
cc: C. T. Keasey
Jim Chaney
Ed Hall
Attach.

Mary
cc to Versteeg

8504

FORM 81-734 1030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 2, 1976
5

FILE:

FROM: W. H. Sample
W. H. Sample
Final Design Supervisor

TO: MEMORANDUM TO THE FILES

SUBJECT: Four Corners-Woodburn Section
Hillsboro-Silverton Highway
Marion County

The status of the above project is as follows:

1. On the six-year program.
2. Fiscal Year 1979.
3. Category III.
4. Grade, pave and structures.
5. Length 6.5 miles.
6. Updated construction estimate $2,800,000.
7. Surfacing design is to include reused asphalt pavement.
8. The preliminary engineering is being done by Jim Chaney, Resident Engineer, and is about 90% complete with completion date approximately May 1, 1976.

[illegible] # 50,000 in addition to reg. F.A.

4-5-76

1. [illegible] money in future letter from [illegible].
2. Feds to see what they [illegible] from us to commit funds for experimental projects.

WHS:jh

Ed

RECEIVED
APR 2 1976
Office of
Assistant State Highway Engineer

8504

140

Form FHWA 121 (Rev. 9-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 17, 1976

In reply refer to: 1041DB.2

SUBJECT: Oregon Project RS-227(8)
Four Corners-Woodburn Section
Hillsboro-Silverton Highway
Experimental Use of Salvaged AC Pavement

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: E. S. Hunter

Your inquiry of November 12, 1975 concerning the possibility of obtaining additional funds for use in recycling AC pavements has been reviewed by our Regional Office.

We have been advised that information on various methods of recycling pavements and a determination of the participation limits for move-in and move-out costs of experimental equipment has been offered by the Washington, D.C. Demonstration Projects Office.

They have advised; however, that at this time no funds are available to perform the entire proposed project. We do hope that sufficient funds can be located in your present funded programs to utilize this excess material.

We will continue to furnish any pertinent information that may help in your decision to set up an active recycling asphaltic concrete program.

G. L. Green

REFERRED TO
Beard
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BY FINAL DESIGN ENGINEER

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Get job ready for regular Fed Aid

cc Keasey
Coulter ✓
Rulien

8504 1-21-76 1-6
Hillsboro
Silverton

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-227(9)

STATE PROJECT NO. St. Paul-Four Corners Sect.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.

ITEM NO. RS-76

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

HWY ENGR
JAN 23 '76
REFER TO

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 1-21-76	FEDERAL ROUTE NUMBER Secondary Route 102 STATE ROUTE NUMBER Secondary Route 140

GENERAL LOCATION:

SR 219 North City Limits of St. Paul - SE 2.18 miles

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $33,100 - federal funds $25,800.
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 1-21-76 approved this project for inclusion in theFederal-aid program.

As requested in Mr. Rulien's 12-29-75 letter you are authorized to proceed with the work as shown above.

DATE 1-21-76	SIGNATURE OF APPROVING OFFICIAL C R Burghardt for	TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 1-21-76

BY (Signature): L. W. Rulien's 12-29-75 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
76	RS-227(9)	2.18	33,100	25,800	St. Paul - Four Corners Section. Marion County State of Oregon	Preliminary Engineering

JAN 23 '76
REFER TO
Rulien

REMARKS (Division)

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		1-21-76	C.L. Burghardt for G. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

8504

Ion 21-
Hillsboro-
Silverton
Sec.

~~PRO 6-2~~

December 29, 1975

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-227(9)

We are submitting program data for one project, Item No. 76, Project No. RS-227(9), "St. Paul-Four Corners Section", which we desire to have included in the Federal-Aid Rural Secondary Highway Program.

We request, concurrent with program approval, authorization to proceed with all phases of the preliminary engineering at an estimated total cost of $33,100 with Federal funds of $25,800.

One copy each of the State Clearinghouse and District 3 Clearinghouse A-95 approval letters were previously submitted.

CL:md

Encl.

cc: C. O. Fredrickson (Region 2)

N NO.

O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

December 29, 1975

R	PROJECT LOCATION *(45 typewriter spaces)* SR 219, NCL St. Paul, S.E. 2.18 mi.	**ADT**	PRESENT DHV 160 1,100	FUTURE 2,100	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 075	ITEM NO. 76

PROPOSED WORK *(35 typewriter* nary Engineering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS-	NUMBER 227	SEQ. NO. (9)	I. Projects Only POST MI. | DESIG.

RAL FUNDS Rural Secondary

N AREA ----

COUNTY NAME Marion CODE 047

ROUTE NO. S FEDERAL-AID 102 STATE 140 U.S. ----

PROGRAM STAGE ☐ 1 OR ☒ 2

CODE	CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
		PE		SR 219, N. City limits of St. Paul, S.E. 2.18 miles.	2.18	33,100	25,800	7,300		Preliminary engineering, all phases.
		ROW								(Future 2-12' lanes H.T. pave. 4' shldrs. and 1 bridge)
		CONST (CODE)		"St. Paul-Four Corners Section"						ROW - 60' min.; Access control-none; Parking restrictions-none.
EPARED BY		CL		PROJECT TOTALS	2.18	33,100	25,800	7,300		

ROGRAM APPROVAL DATES

REMARKS

-Over_

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

December 29, 1975

CARD 2	REPORT NUMBER 1 (10) (20)	PROJECT LOCATION (45 typewriter spaces) SR 219, NCL St. Paul, S.E. 2.18 mi. 21 65	ADT	PRESENT DHV 160 1,100	FUTURE 2,100 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

STA COD: 4 (2)

PROJECT NUMBER: PREFIX LETTER(S) RS- (14) (23) — NUMBER 227 (7) — SEQ. (9

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Marion — CODE 047 (14) (16)
	NAME OF URBAN AREA ---- 17-31	ROUTE NO. S — FEDERAL-AID 102 (32) — STATE 140 (36) (37) — U.S. ---- (41)

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE		SR 219, N. City limits of St. Paul, S.E. 2.18 miles.	2.18	33,~~100~~100	25,800	7,300		Pre ing,
5					ROW								(Fut H.T. and
5					CONST (CODE)		"St. Paul-Four Corners Section"						ROW Acce Park none

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	2.18	33,100 (16) (23)	25,800 (24) (33)	7,300	
1	14	PROGRAM APPROVAL DATES					REMARKS	

ST. PAUL-FOUR CORNERS SECTION

PROJECT NO. RS-227(9)

Existing Facility:

Roadway -- 18-foot bituminous surface with 3' to 6' shoulders.
Structure -- Mission Cr. Bridge #2281; 36' reinforced concrete precast panel; H.C. 26'; H-20 loading.

Adjacent Sections:

N.W. End -- 18-foot bituminous surface with 6-foot shoulders.
S.E. End -- 18-foot bituminous surface with 6-foot shoulders.

Project Data: Work under this project consists of preliminary engineering all phases as required for the future construction necessary to widen and overlay the existing facility to provide for two 12-foot lanes A.C. pavement with 4-foot shoulders, revision of slopes and replace or widen the Mission Creek Bridge.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on December 5, 1975.

IM 50-1-70 Requirements: State Clearinghouse and District 3 Clearinghouse A-95 review approval letters dated December 16, 1975 and December 19, 1975 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Category 3 Project).
(b) Location/Design -- Not a factor in the development of this project.

Note: This project is in Congressional District No. 2.

8504

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Hillsboro -
~~PRO 6-2~~ Silverton
Secon.

December 29, 1975

TO Executive Department
Federal Aid Coordination Unit

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed appliaction for federal-aid funding of the following Rural Secondary project.

Item No.	Project No.	Section Name & PNRS No.
76	RS-227(9)	St. Paul-Four Corners Section #7511-2-580

CL:md

Encl.

cc: D. E. Swan
J. L. Gaither

8504

CDN 31

Hillsboro-
Silverton

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

MARION

APPLICANT: State Highway Division

PROJECT TITLE: St. Paul - Four Corners

DATE: 12/16/75

The state has reviewed your project and reached the following conclusions:

December 18, 1975

cc: G.L. Green, FHWA
F.B. Klaboe
V.D. Wolfe
J.B. Boyd
R.E. Royer
J. H. Versteeg
Gary Potter
G.N. Hopkins
B.L. Gifford
D.E. Swan
C.O. Fredrickson
F.T. Lacey
Aeronautics Div.

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Ben

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7511 2 580

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
[illegible] HWY ENGR
DEC 18 '75
REFER TO
FOR
Info | Inves | R/D | [illegible] | Sign | Act | File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD

NOTED
MARIE STEPHENS

PNRS #2

8504

CON [illegible]
Hillsboro –
[illegible]

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 5, 1975

In reply refer to: 1041DB.2

SUBJECT: Oregon Project RS-227(-)
St. Paul-Four Corners Section
Hillsboro-Silverton Highway
Marion County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's November 14 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 2, Welsh)

RECEIVED
STATE HWY ENGR.
DEC 9 '75
REFER TO
Rulien
FOR

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cy Schroeder

NOTED
R. L. SCHROEDER

RECEIVED
DEC 10 1975
Office of
Assistant State Highway Engineer

8504

CCN 21-
Hillsboro-
Silverton

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 13, 1975

TO: Executive Department
Federal Aid Coordination Unit

Mid-Willamette Valley
Council of Governments
Room 305, Civic Center
Salem, OR 97301

FROM: George N. Hopkins
Project Development Engineer

SUBJECT: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 3
St. Paul-Four Corners Section
Hillsboro-Silverton Highway
Marion County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be December 18, 1975.

Attachment

BLG:ek

cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter

G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
C. O. Fredrickson
F. T. Lacey
Aeronautics Div.

RECEIVED
STATE HWY ENGR
NOV 19 '75
REFER TO
FOR

Info	Inves	R/D	D R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 State Highway Division	46] DIVISION [79 Dept. of Transportation
03	12] APPLICANT ADDRESS STREET [45 State Highway Building	46] CITY [60 Salem 76] ZIP [80 97310
04	12] CONTACT PERSON [45 L. W. Rulien	46] AREA CODE [48 503 49] PHONE [55 378 56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 St. Paul-Four Corners District 3	
11	12] PROJECT LOCATION—CITY Hillsboro-Silverton Hwy. Oregon Route 214 PROJECT LOCATION—COUNTY Marion	PROJECT LOCATION [79 SEC: - T 4S R: 2W

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The proposal is to conduct the necessary preliminary engineering survey to

06 12] identify a possible improvement project to be considered for future construction. [71

07 12] The survey will begin at the N.C.L. of St. Paul (M.P. 27.82) thence easterly [71

08 12] to Four Corners (M.P. 30.00), a distance of 2.18 miles. [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
26,520	-	7,480	-	-	34,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL **PROGRAM TITLE** [71 Title 23 USC Highways	
15	12] FEDERAL **AGENCY NAME** [45 U.S. Department of Transportation	46] FEDERAL **SUB-AGENCY NAME** [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?

Yes ☒ 29 No ☐ 30 Date: November 13, 1975

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:

41] MONTH [42	43] DAY [44	45] YEAR [46
December	18	1975

ADDITION INFORMATION—ALL APPLICA S

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 11-13-75

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

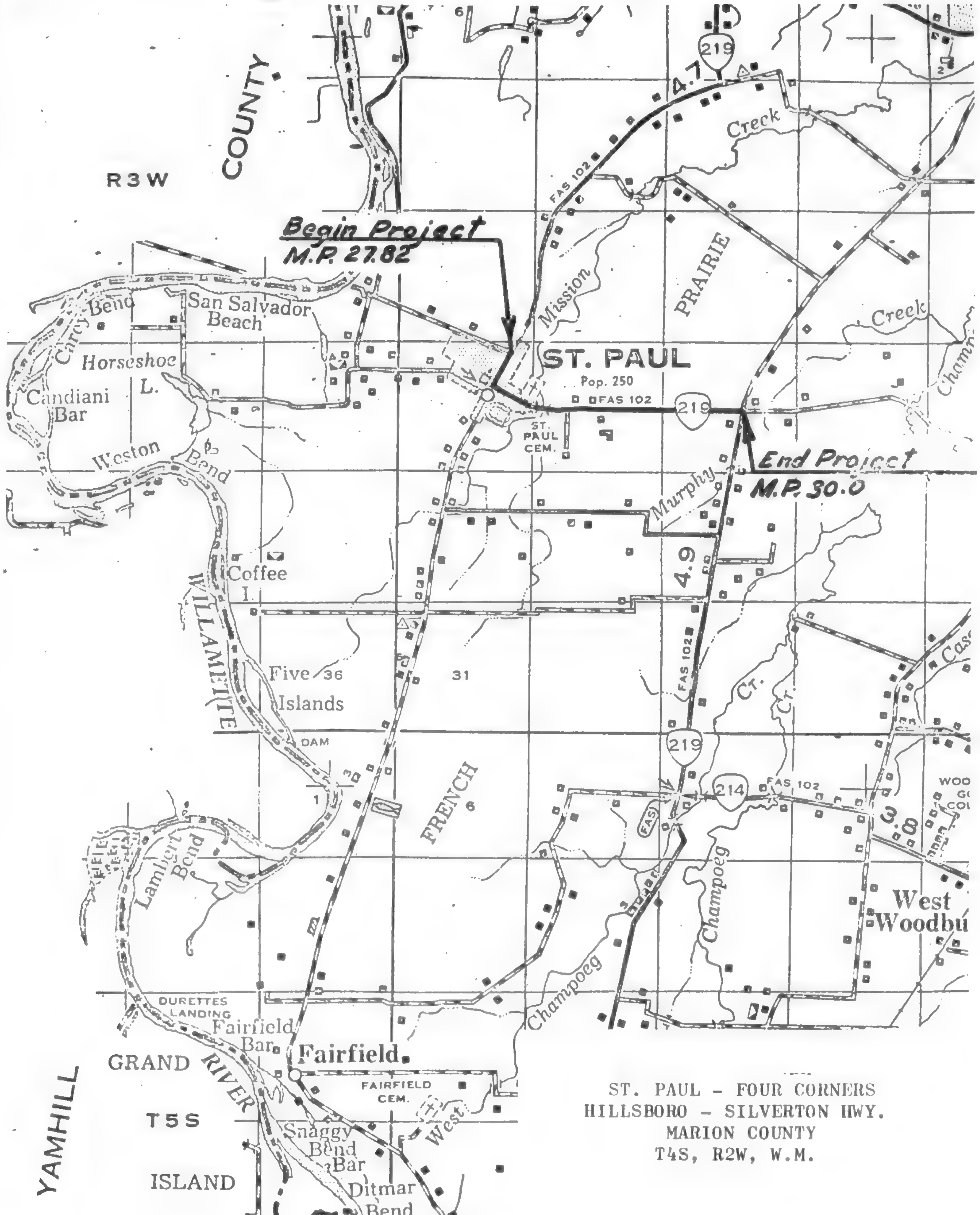
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17 (E) This is a Category 3 project of nonmajor environmental impact under Oregon's Action Plan.

This survey is proposed by the State Highway Division and is intended to develop the preliminary engineering phase only through location and/or design.



ST. PAUL - FOUR CORNERS
HILLSBORO - SILVERTON HWY.
MARION COUNTY
T4S, R2W, W.M.

8-5-04

November 6, 1975

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Yellow
&
Res 5
&
Concrete
recycling

Experimental Use of
Reconditioned Asphalt Concrete
Oregon Project No. RS-227(-)
Four Corners-Woodburn Section
Hillsboro-Silverton Highway
Marion County

During stage construction for the Woodburn Interchange-Hayesville Interchange Section of I-5 north of Salem, it was necessary to construct extra-width AC pavement on the outside of the existing pavement both north- and southbound to maintain two lanes of traffic in each direction. The project specifications called for removal and disposal of the material which fell outside the final construction section. Quantity of material removed amounts to between 48,000 and 50,000 tons.

In the past, material so removed has been disposed of by using it as embankment material, burying it, or some other method of concealing it. A review of construction projects let just during the past year indicates that approximately 40,000 tons of old AC material was buried or used as embankment material throughout the State. Suitable aggregate sources are becoming increasingly difficult to obtain. Asphalt supplies are dwindling as the crude oil resources are depleted. If this material could be stockpiled in central locations and recycled it could, over a period of years, contribute significantly to the conservation of energy and materials.

Last spring we were advised of a patented process developed by a Nevada company for recycling old AC pavement. The process is apparently quite successful, using old, dry, brittle AC. We believe that relatively new material can also be handled through this type of process. Reclaiming the old AC will benefit the public through conservation of irreplaceable resources.

The subject project involves an overlay and shoulder widening and will require approximately 53,000 tons of AC. Using new materials, the cost for the AC would be approximately $748,000. Using the reclaimed AC, the cost is estimated at $546,000, which would result in a $202,000 savings.

The old AC is currently stockpiled about four miles south of the project. The stockpile site will be available only through October, 1977. The AC, if not used as reclaimed paving material, will probably be disposed of as embankment.

The subject project is currently included in our Six-Year Program for construction during FY 1979. We cannot advance this project, due to fiscal limitations, sooner than 1979 (which would allow use of the salvaged AC) without special funding. The total project cost is in excess of $1,000,000. However, we would be able to fund the project during FY 1976 if additional funds for the AC could be allocated to Oregon as a special experimental project.

We request your approval of the work, using the recycled AC as an experimental project. We also request that additional funds in the estimated amount of $546,000 be allocated to Oregon to accomplish this work.

Thank you for your consideration of this special request.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
R. L. Schroeder
H. S. Coulter
L. W. Rulien
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
Gordon Beecroft
D. E. Swan

DES:ljt/ESH:ja

8524

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 13, 1975

FILE:

NOTED

H. S. COULTER

FROM: C. T. Keasey Keasey
Construction Engineer

TO: L. W. Rulien
Project Management Engineer

SUBJECT: Proposed Recycled Asphalt
Concrete Project
Four Corners-West City Limits
Woodburn
Hillsboro-Silverton Highway
FAS 102

During the stage construction for the C.R.P.C.C. pavement on the Woodburn Int.-Hayesville Int. Section of I-5 north of Salem, it was necessary to construct extra width asphalt concrete pavement on the outside of the existing pavement, both north and southbound, for nearly the entire 13 miles of this project in order to maintain two lanes of traffic in each direction.

Some of this extra width paving fell outside of the final template for the new construction and removal was of course necessary to complete the project to a true section. The project specifications called for the removal and disposal of this material in a manner "not unsatisfactory to the engineer."

In the past, this has in nearly all cases meant digging a hole and burying or hiding it in some other manner. The quantity of material involved in this case, however, (48,000-50,000 tons) made this usual procedure undesirable if there was a means of reusing it in some manner as surfacing material.

Last spring, we were made aware of a patented process developed by the Las Vegas Paving Company, Las Vegas, Nevada, for recycling old asphalt concrete pavement, blending in a rejuvenating agent and adding a small amount of new asphalt to produce a "like new" asphalt concrete product. The process is apparently quite successful using old, dry, brittle A.C. material and we believe that relatively new material can be handled through this type of mixing plant.

From information we gathered on a brief trip to Las Vegas to observe the process, it appears that the cost of preparing this recycled A.C. material compares fairly closely with the preparation of new material. The savings involved consist mainly of the conservation of aggregates and asphalt.

Sufficient interest in this proposal was developed so that instead of wasting the material from the removed extra widening, it has been stockpiled at our St. Louis borrow site located about 3-4 miles southwest of Woodburn in a location easily accessible to the Four Corners-Woodburn project, with the hope that an experimental project can be developed to determine the feasibility of using this process at other locations.

RECEIVED

OCT 13 1975

Office of
Assistant State Highway Engineer

A quick run-through of construction projects let over the last year indicates that approximately 40,000 tons of old A.C. material was buried or torn up and used as embankment material throughout the State. If some of this material can be stockpiled in some central locations and recycled as new asphalt concrete, it could, over a period of years, contribute very substantially to the conservation of energy and materials.

Additional information regarding the salvaged stockpiled A.C. is given in the attached report from Resident Engineer E. J. Hall.

Your assistance in requesting an experimental project in cooperation with F.H.W.A. using this material as surfacing is solicited.

CTK:fr

Att.

cc: E. S. Hunter
H. S. Coulter

8504

Corr 21-6
Hillsboro-
Silverton
Secdy

ORIGINAL SIGNED BY
L. W. RULIEN

Salem, Oregon
August 14, 1975

L. W. Rulien
Project Management

C. O. Fredrickson
Region Engineer (2)

Publication Hearing Map
Four Corners-Woodburn Sec.
Hillsboro-Silverton Hwy.
Marion County

No Hearing required

Attached are the corridor/design hearing maps in preparation for the proposed hearing anticipated on the subject section. This hearing is tentatively scheduled for October 23, 1975.

These maps have been approved by Messers Hunter and Wolfe and may be used for distribution to your listings of newspapers, citizen groups or interested persons.

BLG:dc
Attach.

cc: F. B. Klaboe
J. B. Boyd
M. R. Mitchell
V. D. Wolfe
W. H. Tebeau
D. E. Keyes
D. E. Swan
G. N. Hopkins (Co. City)
R. E. Royer
Gary Potter
J. H. Versteeg
J. J. Earley (25 maps)

83-4 1

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

Marion

APPLICANT: State Highway Division

PROJECT TITLE: Four Corners-Woodburn Section

DATE: July 24, 1975

The state has reviewed your project and reached the following conclusions:

July 29, 1975
cc: G. L. Green, FHWA
~~E. B.~~ Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
F. T. Lacey
C. O. Fredrickson
Aeronautics Div.
W. D. Albright

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

[illegible]

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

Ben #

RECEIVED
STATE HWY ENG
JUL 29 '75
REFER TO
FOR
Info Inves R/D D.E. Act File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

BEN GIFFORD

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator   Phone: 378-3732

Air Quality Control Division
Dept. of Environmental Quality
RECEIVED
JUL 02 1975

PNRS STATE REVIEW

Project #: 75062 630   Due Date: JUL 16 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

(X) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

FROM INFORMATION SUPPLIED IT DOES NOT APPEAR PROJECT WILL HAVE AN APPRECIABLE AIRQUALITY IMPACT ORTHAT IT WOULD REQUIRE I.S. REVIEW

Agency DEQ   By Carl A. Simons

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

RECEIVED
JUL 1 1975
STATE SOIL AND WATER
CONSERVATION COMMISSION

JUL 15 1975

PNRS STATE REVIEW

Project #: 7506 2 630 Due Date: JUL 18 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Four Corners - Woodburn Section

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- (X) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- ( ) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Project is needed to improve driveability and safety.

Agency Soil & Water By Bud H Scalberg

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

F- -D
JUL 1 - 1975
Agricultural
Development Div.

JUL 11 1975

PNRS STATE REVIEW

Project #: 7506 2 630 Due Date: JUL 18 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

We support application State Highway Division, Four Corners-Woodburn Section (project 7506-2-630) as presented.

This section of highway serving the City of Woodburn is also a vital transportation link in moving farm products to local processing plants and eventually on to markets outside the area.

Agency Agr. By Don McKinnis DMcK.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator   Phone: 378-3732

RECEIVED
JUL - 1 1975
DIVISION OF STATE LANDS

JUL 11 1975

PNRS STATE REVIEW

Project #: 7506 2 630   Due Date: JUL 18 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

If the project would require the removal or fill of 50 cubic yards or more of material below the bank of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, Oregon 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands   By

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Transaction No.6-206

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT Oregon	DATE 6-26-75
BY (Signature) L. W. Rulien's June 23, 1975 letter	
TITLE Project Management Engineer	

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 54 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
54	RS-227(8)	6.2	47,500	37,100	Four Corners-Woodburn Section Marion County State of Oregon	Preliminary Engineering

NOTED E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUN 30 '75
REFER TO Hunter
FOR
Info Inves R/O D/R

REMARKS (Division)

You are authorized to proceed with all phases of preliminary engineering.

7-1-75
ORIGINAL TO
L.W. Rulien

RECEIVED
JUN 30 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 6-26-75	SIGNATURE AND TITLE G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

June 23, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-227(8)

We are submitting program data for one preliminary engineering project, Item No. 54, Project No. RS-227(8), "Four Corners - Woodburn Section", which we desire to have included in the Federal-aid Rural Secondary Highway Program.

We further request concurrent with your approval of the program, authorization to proceed with all phases of preliminary engineering.

CL:bz
Encl.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

o.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

6-23-75

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 214 & 219, W.C.L. Woodburn, N.W. 6.2 mi.		1,100*	2,100	95	10	Oregon	41	075	54

ROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T Projects Only POST MI.	DESIG.
y Engineering								RS-	227	(8)		

L FUNDS: Rural Secondary

COUNTY NAME: Marion — CODE 047

PROGRAM STAGE: ☐ 1 OR ☒ 2

REA: - - -

ROUTE NO. S — FEDERAL-AID 102 — STATE 140 — U.S. - -

	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
CLASS					ESTIMATED PROJECT COST BY PHASES				
	PE		SR 214 & 219, W. City Limits Woodburn to N.W. 6.2 mi.	6.2	47,500	37,100	10,400		P.E. all phases, including PS & E preparation & preliminary engineering by Utility and Railroad forces
	ROW								(Future 2-12' lanes H.T. pave. 4' shldrs widen 2 bridges & const 1 bridge)
	CONST (CODE)		(Four Corners - Woodburn Section)						ROW-60' min.; Access Control-None; Parking restrictions-None.
ARED BY			PROJECT TOTALS	6.2	47,500	37,100	10,400		

RAM APPROVAL DATES

REMARKS

* DHV 160

-OVER-

USCOMM DUSC-DC 48905-P61

Budget Bureau No. 41-R2067; Approval

U.S. DEPART
BUREA

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. 6-23-75

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) SR 214 & 219, W.C.L. Woodburn, N.W. 6.2 mi. 21 65	ADT	PRESENT 1,100*	FUTURE 2,100 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon	STAT COD 4 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 22	NUMBER 227 7	SEQ. N (8)

CARD	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Marion			CODE 047 (14) (16)
	NAME OF URBAN AREA 17-31 - - -	ROUTE NO. S	FEDERAL-AID 102 (32)	STATE 140 (36)	U.S. - - (37) (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)			
5					**PE**		SR 214 & 219, W. City Limits Woodburn to N.W. 6.2 mi.	6.2	47,500	37,100	10,400		P.E. inclu prepa inary Utili force
5					**ROW**								(Futu H.T. widen const
5					**CONST** (CODE)		(Four Corners - Woodburn Section)						ROW-6 Acces Parki None.
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	6.2	47,500	37,100	10,400		
1	14	PROGRAM APPROVAL DATES							(18) (23)	(24) (33)	REMARKS		

* DHV 160

USCOM

Four Corners-Woodburn Section

Project No. RS-227(8)

Facility:

Roadway - Variable 18' to 20' roadway with 2' to 4' shoulders
Structures - W. Champoeg Cr. Br.; 57' R.C. Deck Panel; HC 26'; H-20 loading.
E. Champoeg Cr. Br.; 63' R.C. Deck Panel; HC 26'2"; H-20 loading.
Senecal Cr. Br.; 44' Treated Timber; HC 24'6"; H-17 loading.

Sections:

N. W. End - 18-foot roadway with 6-foot shoulders
S. E. End - 24-foot roadway with 6-foot shoulders

Data: Work under this project consists of all phases of pre- engineering including P.S. & E. preparation as required for re construction necessary to widen and overlay the existing to provide for 2-12' lanes A.C. pavement with 4' shoulders, of slopes, relocate railroad crossing signals and gates, st and West Champoeg Creek bridges to provide 32' roadway ace Senecal Creek bridge.

ction, Airports, Water Developments, Historical and Recreational
None Involved.

:

Name of Railroad	Oregon Electric Railroad
No. of Tracks	One
No. of Trains	4 thru freight & 2 switching movements per day
No. of Hi-speed Trains	none
Existing Crossing Protection	Signals with drop arm gates
Proposed Crossing Protection	Signals with drop arm gates
R. R. Benefits	none

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on January 6, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings - Not required under Oregon Action Plan (Category 3 project)
(b) Location/Design - Not a factor in the development of this project

IM 50-1-70 Requirements: Exempt from State and District 3 Clearinghouse A-95 review under working agreements.

NOTE: This project is in Congressional District No. 2.

Four Corners-Woodburn Section

Project No. RS-227(8)

Existing Facility:

Roadway - Variable 18' to 20' roadway with 2' to 4' shoulders
Structures - W. Champoeg Cr. Br.; 57' R.C. Deck Panel; HC 26'; H-20 loading.
E. Champoeg Cr. Br.; 63' R.C. Deck Panel; HC 26'2"; H-20 loading.
Senecal Cr. Br.; 44' Treated Timber; HC 24'6"; H-17 loading.

Adjacent Sections:

N. W. End - 18-foot roadway with 6-foot shoulders
S. E. End - 24-foot roadway with 6-foot shoulders

Project Data: Work under this project consists of all phases of preliminary engineering including P.S. & E. preparation as required for the future construction necessary to widen and overlay the existing facility to provide for 2-12' lanes A.C. pavement with 4' shoulders, revision of slopes, relocate railroad crossing signals and gates, widen East and West Champoeg Creek bridges to provide 32' roadway and replace Senecal Creek bridge.

System Action, Airports, Water Developments, Historical and Recreational Areas: None Involved.

Railroad:

Name of Railroad	Oregon Electric Railroad
No. of Tracks	One
No. of Trains	4 thru freight & 2 switching movements per day
No. of Hi-speed Trains	none
Existing Crossing Protection	Signals with drop arm gates
Proposed Crossing Protection	Signals with drop arm gates
R. R. Benefits	none

FHPM 7-7-2 Requirements: Nonmajor action project concurre
FHWA on January 6, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings - Not required under Oregon Acti
(Category 3 project)
(b) Location/Design - Not a factor in the developmen
this project

IM 50-1-70 Requirements: Exempt from State and District 3
house A-95 review under working agreements.

NOTE: This project is in Congressional District No. 2.

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 23, 1975

TO: Executive Department
Federal Aid Coordination Unit

Mid-Willamette Valley
Council of Gov'ts
Room 305, Civic Center
Salem, OR 97301

FROM: for George N. Hopkins
Project Development Engineer

SUBJECT: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 3
Four Corners-Woodburn Section
Hillsboro-Silverton Highway
Marion County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be July 18, 1975.

Attachment

BLG:dc

cc:
G. L. Green, FHWA
~~F. B.~~ Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
F. T. Lacey
C. O. Fredrickson
Aeronautics Div.
W. D. Albright

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02 12] **APPLICANT** [45: State Highway Division — 46] **DIVISION** [79: Department of Transportation

03 12] **APPLICANT ADDRESS STREET** [45: State Highway Building — 46] **CITY** [60: Salem — 76] **ZIP** [80: 97310

04 12] **CONTACT PERSON** [45: L. W. Rulien — 46] **AREA CODE** [48: 503 — 49] **PHONE** [55: 378 — 56] **EXTENSION** [59: 6563

01 12] **PROJECT TITLE** [71: Four Corners--Woodburn Section, District 3

11 12] **PROJECT LOCATION CITY** [45: Hillsboro-Silverton Highway — 46] **PROJECT LOCATION COUNTY** [79: Marion

05 12] **SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY)** [71

05 This project approx. 6.5 miles in length, involves preliminary engineering,

06 acquisition of right-of-way, grading, paving, structures, and incidental

07 items required to reconstruct the existing facility. The improved highway

08 will have two 12-foot travel lanes with 4-foot paved shoulders. Improvements

09 in grade and alignment will be considered.

10 12] [71

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
1,950,000	---	550,000	---	---	2,500,000

13 12] **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45 — 46] **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)** [79

14 12] **FEDERAL PROGRAM TITLE** [71: Title 23 USC Highways

15 12] **FEDERAL AGENCY NAME** [45: U.S. Department of Transportation — 46] **FEDERAL SUB-AGENCY NAME** [79: FHWA

17

(A) TYPE OF APPLICANT: (Check (×) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE Yes ☒ 29 No ☐ 30 — REGIONAL Yes ☐ 31 No ☐ 32 — LOCAL Yes ☐ 33 No ☐ 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95 Yes ☒ 35 No ☐ 36

(E) ENVIRONMENTAL IMPACT Yes ☐ 37 No ☒ 38

(F) HOUSING RELOCATION REQUIRED Yes ☐ 39 No ☒ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: July — 43] DAY [44: 18 — 45] YEAR [46: 1975

ADDITIONAL INFORMATION — ALL APPLICAN

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning & Construction

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: July 18, 1975

HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: July 18, 1975

V IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) F.A. Secondary Rural

Six Year Construction Program 1975

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 2

(b) State Representative District(s) Number(s) 28

(c) State Senatorial District(s) Number(s) 15

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

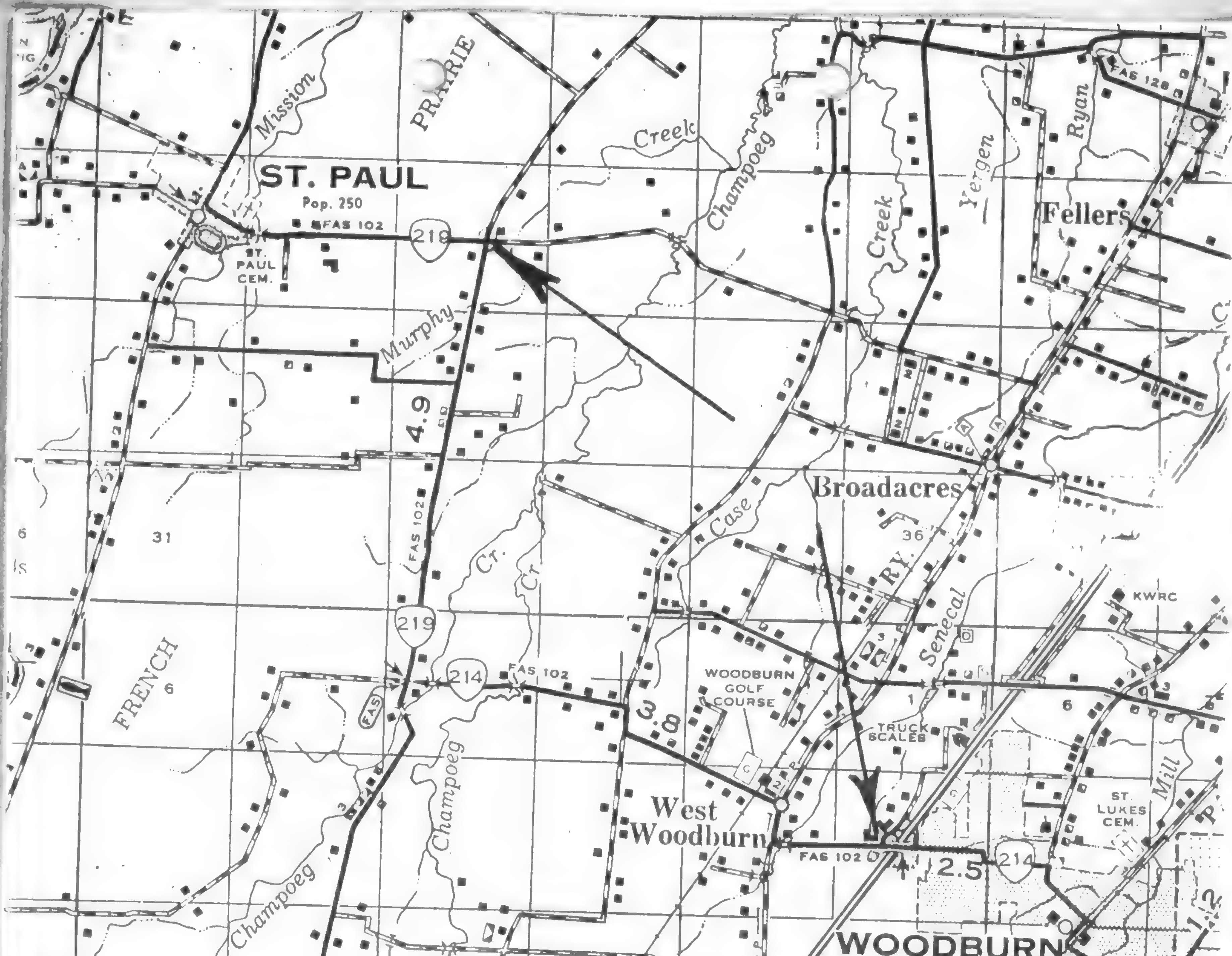
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐

REMARKS

17(E) This is a category 3 project of non-major impact under Oregon's action plan.

The project is proposed by the State Highway Division in cooperation with the Mid Willamette Valley Council of Governments.

Right-of-way will be required for the project and public hearings will be offered.



HILLSBORO - SILVERTON HWY. # 140
M.P. 30.0 - M.P. 36.5
Marion County
Scale: 1" = 1 Mile May '74

8504

PRO 4-3

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE February 25, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Four Corners-Woodburn Section
Hillsboro-silverton Highway #140
Marion County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 3 : F. T. Lacey

APPROVED
ESH
E. S. Hunter
Date 2-26-75

RECEIVED
FEB 25 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

2-27-75
ORIGINAL TO
L. W. Rulien
W/att.

850

1

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 27, 1974

In reply refer to: 1041DB.2

SUBJECT: Oregon Project URS-227(-)
Four Corners-Woodburn Section
Hillsboro-Silverton Highway 140
Marion County

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

NOTED
E. S. HUNTER

We have reviewed the Project Assessment for the subject project and concur in your recommendation for a negative declaration. One copy of the Project Assessment is returned as requested.

William H Kappus
for G. L. Green

Attachment
Project Assessment

12-4-74
cc: Rulien
Potter

DEC 5 74
REFER TO
Hunter
FOR

cc Schroeder,
12-4-74

RECEIVED
DEC 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIV N
ENVIRONMENTAL SECTION

PROJECT ASSESSMENT

Project Manager Eddie Welsh Date 8-7-74

A. PROJECT IDENTIFICATION

Name of Project Four Corners-Woodburn Section URS-227(-) Section

Location of Project Hillsboro-Silverton Highway 140 Highway

City Woodburn County Marion Region II

Est. Cost $ 870,000 (R/W & Constr. Only) Length 6.5 miles Prefix 124-1462

B. BRIEF GENERAL DESCRIPTION OF PROJECT

The proposed project is to widen and overlay the existing facility from mile point 30.0 (Four Corners) to mile point 36.5 (west city limits of Woodburn). Widening would extend the existing 18-20-foot paved surfacing and variable width gravel shoulders to a 32-foot paved highway section providing two twelve-foot travel lanes with four-foot paved shoulders. Some improvement in grade and alignment is also being considered. Bridge structures and a box culvert would be widened or replaced to provide a horizontal clearance equal to the proposed roadbed width. Minor revisions of road intersections on curves are also being considered to improve safety.

C. STATUS OF FHWA OSHD ACTION

		Date
System Action	☐	
Program (PE) Approval	☐	May 24, 1974
Corridor Approval	☐	
Design Approval	☐	
P.S. & E. Approval	☐	

D. PRELIMINARY STUDY REQUIREMENTS

	Yes	No
Study Area Environmental Inventory	☐	☐
Formal Environmental Classification Study	☐	☐
Formal Environmental Classification Study Completed	☐	☐

CATEGORY
...... PROJECT

E. STATUS OF PROJECT DEVELOPMENT

Reconnaisance ☐

Location (Field) ☒

Location (Office) ☐

Preliminary Design (Field) ☐

Preliminary Design (Office) ☐

Final Design ☐

Contract Plans Completed ☐

PNRS No. ____________

Date A-95 Submitted ____________

Date Reply Received ____________

Reply Not Required ☐

F. STATUS OF PUBLIC HEARINGS

Hearing Not Required ☐

Hearing Not Requested ☐

Hearing Requested ☐

		Date
Corridor Hearing Held	☐	____________
Design Hearing Held	☐	____________
Combination Hearing Held	☐	____________

G. RESOURCE PERSONNEL ALLOCATION

PERSONNEL	EFFORT REQUIRED*			COMMENT
	MINIMUM	AVERAGE	MAXIMUM	
Biologist	X			
Urban Economist	X			
Agricultural Economist	X			
Accoustical Engineer	X			
Air Quality Engineer	X			
Sociologist				
Urban Planner				
Landscape Architect				
Geologist	X			
Assistant Project Manager				

*For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows

MINIMUM -	Research and Project Management Staff consultation. No formal typewritten report
AVERAGE -	Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM	Special detail of analysis. Comprehensive technical report

H. BRIEF SYNOPSIS OF PROJECT

(Narrative)

TOPICAL AREAS

- History of Project (Begin with origin, if known, including public input).
- Purpose of Project (Expressed need or program relationship).
- Siting (Topographic and resource features).
- Major Effects (High impact features if determined). Expand Under "Basic Considerations", page 4.
- Other General Information.

History:

On July 15, 1974, the Project Development Engineer requested the Environmental Director to prepare an environmental assessment of the subject project to facilitate classifying and development of a proposal. The letter of request also indicated that the project was to be formally placed on the construction program.

Purpose of Project:

The purpose of the proposal is to widen and resurface a 6.5 mile section of the Hillsboro-Silverton Highway. The possibility of improving the grade and alignment, modifying intersections, and replacing or widening stream crossing structures to improve highway safety and capacity will also be considered.

Siting:

The project area lies within a rural setting of flat to slightly rolling farm land. The farm land is quite fertile, well drained and has an adequate water supply from various sources, to raise a number of diversified crops. Well landscaped farmyards surrounding newer homes or well-kept older homes would indicate a financially stable farming community. To the west of the Woodburn city limits more recent development has changed the land use from farming to suburban development particularly on the northerly side of the highway. Suburban amenities that have been developed adjacent to the highway right-of-way include a church and a golf course.

There are three stream crossings in the project area, West Champoeg Creek, Champoeg Creek and Senecal Creek. These streams are considered to have a low fish

(Use more space if required)

potential and are not listed in the anodromous fish distribution publications. In addition to the above named streams, other surface water drainage and manmade ditches flow under the highway on an intermittent basis.

The main line and a side track of the Burlington Northern Inc. Railroad cross the highway at grade near mile point 35.62. The crossing is presently protected by automatic drop arm gates.

Between mile points 32.9 and 36.08 there are five right angle turns in the highway. Each one of these turns is at intersections with various county roads that serve the surrounding rural areas. Four of these curves are at "T" intersections and one is at a cross road.

Average daily traffic throughout the project varies from 920 at the westerly end of the project to 2700 at the easterly end. There were five accidents on this section of highway in 1972, three of which were at mile point 30.04 (Four Corners Intersection). In 1973 there were fifteen accidents, three of which were at the Four Corners Intersection.

There are four bridge structures within the project area. Two structures at mile points 33.19 and 33.73, constructed in 1958 and 1959 respectively of precast reinforced concrete panel spans provide a horizontal clearance of 26 feet. A reinforced concrete box culvert at mile point 34.49 constructed in 1935 provides a horizontal clearance of 23 feet and five inches. At mile point 36.08 a timber treated structure constructed in 1935 provides a horizontal clearance of 24 feet six inches.

public for roadway use, there is 30 feet of right-of-way on either side of the existing center line throughout the length of the project.

I. BASIC CONSIDERATIONS

(Use whatever space is required but be brief)

1. RIGHT OF WAY REQUIREMENT

None or Not Significant ☒ Significant Amount ☐ (Explain and Assess)

Right-of-way requirements have not been determined at this time, but it is not anticipated that there would be significant amount and would be confined to extending the existing right-of-way in some areas. No homes or other buildings would be displaced nor would any farming operations be interrupted.

2. WILL PROJECT CHANGE ANY FUNCTIONAL CHARACTERISTICS OF:

a. Existing Facility? No ☒ Yes ☐ (Explain and Assess)

b. Adjacent Land Use? No ☒ Yes ☐ (Explain and Assess)

c. Adjacent Land Access? No ☒ Yes ☐ (Explain and Assess)

I. BASIC CONSIDERATIONS (Continued)

3. ARE SPECIAL CONSTRUCTION METHODS REQUIRED?

No ☒ Yes ☐ (Explain and Assess)

4. WHAT LOCATION OR DESIGN ALTERNATIVES HAVE BEEN IDENTIFIED?

None at this time.

Realignment of the existing facility to bring it to design standards was investigated and discarded due to cost and traffic justification.

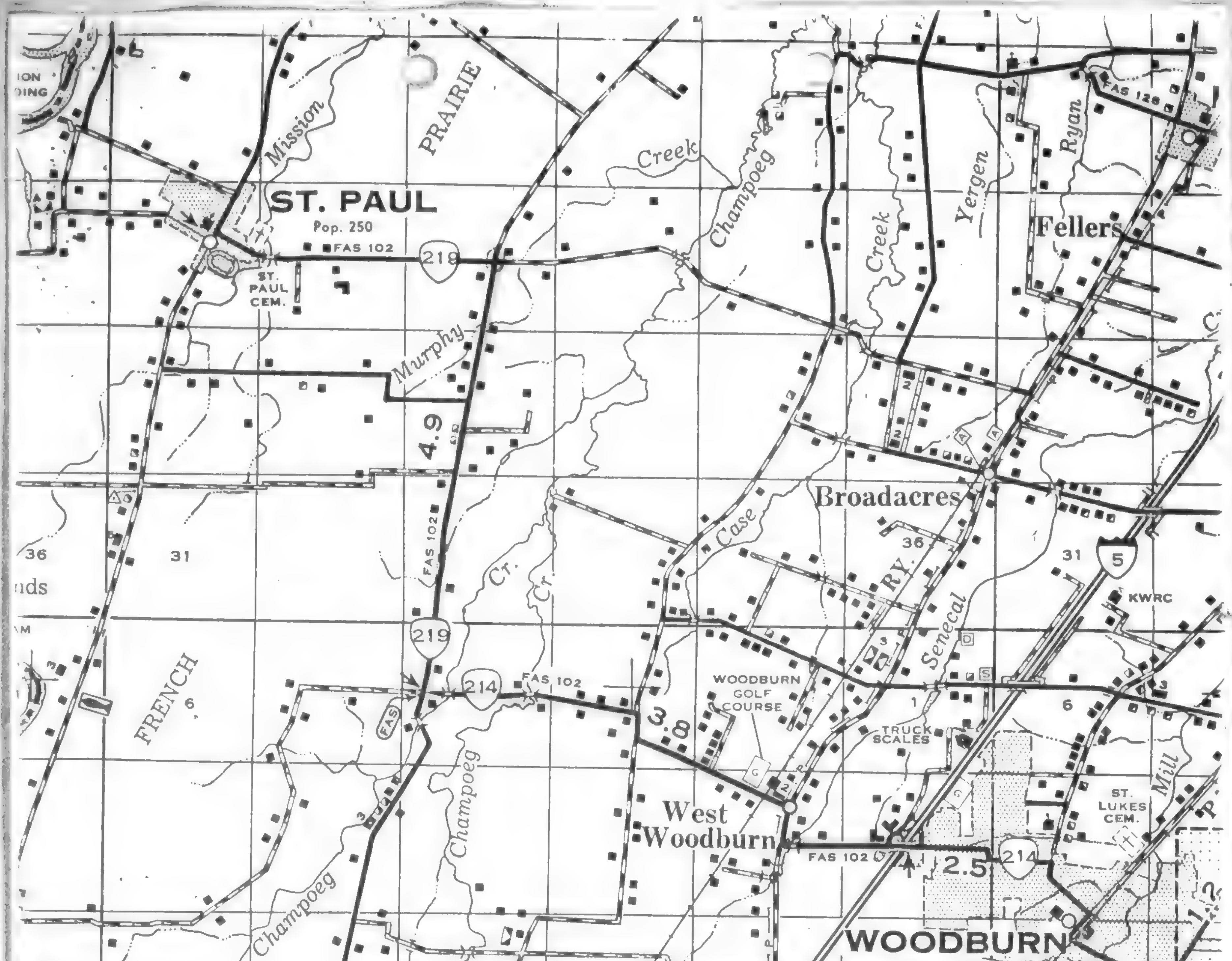
5. IDENTIFY ANY SIGNIFICANT POTENTIAL FOR FUTURE CONTROVERSIAL ISSUES.

(Social, Economic, Natural Resource)

It is not anticipated that the proposed project will have any significant potential for future controversial issues.

J. TYPE OF DOCUMENT REQUIRED

Draft E. I. S. ☐
Final E. I. S. ☐
Negative Declaration ☒
Section 4(f) ☐
Statewide Negative Declaration ☐
Environmental Assessment ☐



HILLSBORO - SILVERTON HWY. # 140
M.P. 30.0 - M.P. 36.5
Marion County
Scale: 1" = 1 Mile May '74

#8504

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem

NOTED
H. S. COULTER

DATE July 10, 1974

TO MEMO TO THE FILE

ORIGINAL SIGNED
E. S. HUNTER

FROM E. S. Hunter
Assistant State Highway Engineer

NOTED
A. E. JOHNSON

SUBJECT FHWA Approval of Construction Projects

We recently submitted informally two projects which involved overlays, minor widening, and some safety work but which were not designed to AASHTO standards.

Mr. Cusack called me this date to advise that FHWA would approve projects of this type for Federal aid on an individual basis.

The two projects which they have reviewed should now be submitted formally and placed on the construction program.

ESH:kmb

cc: F. B. Klaboe
✓A. E. Johnson
V. D. Wolfe
L. W. Rulien
J. H. Versteeg

Hillsboro-Silverton — near St. Paul to Woodburn

Scholls Ferry — Scholls to Kinton

RECEIVED
HWY ENGR
JUL 11 '74
REFER TO
FOR

RECEIVED
JUL 11 1974
Office of
Assistant State Highway Engineer

7-12-74
by Fredrickson
Handal,

1977 NE Prescott St.-S.E. Flavel 8505
St. (Ptld) Sec. (Grade,
pave, sign & signal)

C&A 5413
8-14-75

OREGON STATE HIGHWAY DIVISION

FORM 81-734-1150

HIGHWAY DIVISION INVOICE

NO. 131682

DATE	BILLING REQ. NO.	YOUR ORDER NO.
5-1-81	CC 81-18 Revised	

CREDIT DISTRIBUTION

26-1079-295-00-000	[5,092.48]
324.02	7,470.54
26-1079-296-00-000	5,092.48

PORTCIT

- City of Portland
- Bureau of Street and Structural Engineering
- 621 SW Alder St Room 725
- Portland, OR 97205

Attn: Mr David Vargas

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing per attached itemized statement:			
Federal Aid Urban Project U-199(10) and M-TOM-9713(1) NE Prescott St SE Flavel St Section Cascade Highway Multnomah County Agreement No. 8505			
Total Cost			$389,374.35
Less Federal funds			[328,224.30]
Less State share			[37,429.51]
City Share			33,720.54
City's Advance Depostt			26,250.00
AMOUNT DUE			$ 7,470.54
			G

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
4-23-81	CC 81-18 REVISED	

CREDIT DISTRIBUTION

26-1942-295	$ 2,378.06
26-1079-295	$11,092.48

BILL TO: Code:

City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder Street, Room 725
Portland, Oregon 97205
ATTN: Mr. David Vargas
State Highway Coordinator

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement:			
Federal Aid Urban Project U-199(10) & M-TQM-9713(1) N.E. Prescott St.-S.E. Flavel St. Section Cascade Highway Multnomah County Agreement No. 8505			
TOTAL COST			$389,374.35
Less Federal Funds			328,224.30
Less State Share			27,429.51
City Share			33,720.54
City's Advance Deposit			26,250.00
(Please attach Itemized Statement to Invoice)			

Advance Deposit Amount $26,250.00

Advance Deposit Previously Transferred to Highway Fund $20,250.00

Balance $ 6,000.00

Transfer to Highway Fund $ 6,000.00

Refund Due $ - - - -

Amount Due $7,470.54

Partial or final request for billing FINAL

Number of the previous request in connection with this service. CC 1725

Submitted by: Gary E. Zehner

Gary E. Zehner

Approved:

D. E. Swan

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** REVISED April 23, 1981

CITY PORTLAND **Contract No.** 8505 **Date Completed** 10-17-78

PROJECT # U-199(10)& M-TQM-9713(1) **Section** N.E. Prescott St.-S.E. Flavel St., Cascade Hwy.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 20,601.93
Payment to Contractor		334,259.91
Credit for Liquidated Damages		(18,075.00)
SFO #5 Modify Pretimed Controller		1,000.00
SFO #3 Test Controller Boxes		12,646.63
SFO #6 Remove Poles & Adjust Interconnect Cable		1,203.88
SFO #7 Program Controller		46.62
Construction Engineering		36,934.18
Project Management		18.22
Specifications (Credit)		(7.50)
Training		562.87
EEO Monitoring		182.61
TOTAL COST		$389,374.35
Less Federal Funds		328,224.30
BALANCE		$ 61,150.05
Less Non-Participating Costs:		
Preliminary Engineering	$ 985.28	
Payment to Contractor	4,989.66	
Credit for Liquidated Damages	(887.79)	
SFO #6 Remove Poles, Etc.	1,203.88	
Construction Engineering	537.52	$ 6,828.55
AMOUNT TO BE SHARED		$ 54,321.50

State Share: 50% of ($54,321.50 + $537.52) = $27,429.51

City Share: 50% of $54,321.50 + ($6,828.55 - $268.76) = $33,720.54

Reference: Billing Form CC 81-18

26-1079

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE Oregon

VOUCHER PERIOD FROM 11-23-76 TO 3-11-80

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

xX

☐ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. M-TQM-9713(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
GR. 1	TQM $264,984.53	$261,357.03	85.80%	$224,244.33	$224,244.33	$ 0.00
GR. 2	Urban 103,764.01	101,572.12	85.80%	87,148.88	87,148.88	0.00
	$368,748.54	$362,929.15	85.80%	$311,393.21	$311,393.21	$ 0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY 1/09/81

PASSED FOR PAYMENT
V.By Skeeg, Controller

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.E. Prescott St. S.E. Flavel St. (Portland)					
	Multnomah County					
	Construction					
	Type Code Y031 Contract #8505					
	Traffic Signals (Prescott to Flavel)					
	Final Contract Payment Summary		Lump Sum		$329,270.25	
	Modify Pretimed Controller to Activate Interconnect-SFO #1-State		Lump Sum		1,000.00	
	Total Participating Construction				$330,270.25	
	Construction Engineering					
	State		All Required		$ 36,970.25	
	Liquidated Damages		Lump Sum		(17,187.21)	
	Test Controller Boxes-SFO #3-State		All Required		12,646.63	
	Program Controller-SFO #7-State		All Required		46.62	
	Total Participating Construction Engineering				$ 47,944.77	
	Misc. Project Costs					
	E.E.O.		All Required		$ 182.61	
	Total Participating Costs				$362,929.15	
	Nonparticipating Items					
	Final Contract Payment Summary		Lump Sum		$ 4,989.66	
	Remove poles & adjust Interconnect cable-SFO #6-State		All Required		927.08	
	Construction Engineering-State		All Required		790.44	
	Liquidated Damages		Lump Sum		(887.79)	
	Total Nonparticipating Costs				$ 5,819.39	
	Total Project Costs				$368,748.54	

Prepared based on Participating Costs as shown on Federal Billing as of 11/18/80.

AMOUNT CARRIED FORWARD . . .

NE PRESCOTT-SE FLAVEL CONT NO 8505 * FA PROJ NOS TGH 713001 48 H 713001 27 HHS0024003 25

							STATE	
026	1079	201	00 P 1	Contr.	6,755.21	268,100.96	77	80
026	1079	201	00 P 2	"	6,755.21CR	61,169.29	77	80
026	1079	~~201~~	~~00 P 3~~			~~84,636.93~~	77	79

TO DATE JOB COST SUMMARY JANUARY 1981 PAGE 68

OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	026	1079	201	00 N 1	Cont		3,[illegible]	78	79
	[illegible]	[illegible]	[illegible]	[illegible]	"		1,7[illegible]2	78	79
	[illegible]	[illegible]	[illegible]	[illegible]	Cr. Liq. Dam	1,617.46	10,4[illegible]CR	78	81
	[illegible]	[illegible]	[illegible]	[illegible]	"	[illegible]	6,[illegible]	78	80
	[illegible]	[illegible]	[illegible]	~~P 3~~		250.00	~~6,023.00CR~~	78	81
	[illegible]	1079	[illegible]	[illegible]	"	1,617.46CR	1,137.46CR	79	81
	[illegible]	1079	[illegible]	[illegible]	"	20.33CR	249.67	79	80
	[illegible]	[illegible]	[illegible]	[illegible]		250.00CR		79	81
	026	1079	~~203~~	~~00 N 3~~			~~1,358.76~~	78	78
	026	1079	~~270~~	~~04 P 3~~				80	80
	[illegible]	1079	270	05 P 1	SFO#1	1,[illegible]	1,000.00	79	80
	[illegible]	[illegible]	~~270~~	~~05 P 3~~		1,000.00CR		80	80
	[illegible]	1079	270	06 N 1	SFO#6	254.97	1,203.88	78	78
	[illegible]	[illegible]	[illegible]	~~P 3~~			~~3,[illegible]~~	77	77
	[illegible]	[illegible]	[illegible]	[illegible] 9	Tr. City		20,250.00	77	81
	[illegible]	[illegible]	[illegible]	[illegible] 9	" St 1.76CR	1,703.10CR	419,373.78CR	77	81
	[illegible]	[illegible]	[illegible]	[illegible] 9	" Fed 1.76	1,703.10	399,123.78	77	81
	[illegible]	1079	900	00 P 1	Const Engr.	.97	3,172.83	77	81
	026	1079	900	00 P 2	" "	.55	33,223.83	77	[illegible]
	026	1079	~~900~~	~~00 P 3~~		241.42	~~12,[illegible]~~	77	80
	026	1079	900	00 N 1	" "	22.96	300.24	77	78
	[illegible]	1079	900	00 N 2			156.00	77	80
	[illegible]	[illegible]	~~[illegible]~~	~~00 N 3~~		17.22	~~161.69~~	79	80
	[illegible]	[illegible]	[illegible]	01 P 1	" "	29.[illegible]CR		[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	01 P 2		[illegible]		[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	~~01 P 3~~		[illegible]		[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	02 P 1	" "	[illegible]		78	80
	[illegible]	[illegible]	[illegible]	02 P 2	" "	[illegible]		[illegible]	80
	[illegible]	[illegible]	~~900~~	~~02 P 3~~			~~935.40~~	78	80
	026	1079	900	03 P 1	SFO # 3	4,756.75CR		78	80
	026	1079	900	03 P 2	" "	7,918.41	12,646.63	78	80
	026	1079	~~900~~	~~03 P 3~~		3,161.66CR		80	80
	026	1079	900	07 P 1	SFO # 7	29.84	29.84	80	80
	026	1079	900	07 P 2	" "	16.78	16.78	80	80
	026	1079	~~900~~	~~07 P 3~~		15.54	~~15.54~~	77	80
	026	1079	915	00 P 1	Audit	109.96CR		80	80
	026	1079	~~915~~	~~00 P 3~~		109.96	~~109.96~~	78	78
	026	1079	920	00 P 1	Pr. Maint		11.66	78	78
	026	1079	920	00 P 2	"		6.58	78	78
	026	1079	~~920~~	~~00 P 3~~			~~6.06~~	77	77
	026	1079	921	00 P 1	Specs		4.80CR	77	77
	026	1079	921	00 P 2	"		2.70CR	77	77
	026	1079	~~921~~	~~00 P 3~~			~~2.50CR~~	80	80
	026	1079	928	00 N 1	ACCTNG	57.40	57.40	78	78
	[illegible]	1079	950	00 P 1	Training		360.23	78	78
							202.64		

026	1079	[illegible]							
026	1079	900	00	P 2	" "				
026	1079	900	00	P 3		241.42	[illegible]		
026	1079	900	00	N 1	" "	22.96	300.24	77	[illegible]
026	1079	900	00	N 2			156.00	77	78
026	1079	900	00	N 3		17.22	161.60	77	80
026	1079	900	01	P 1	" "	29.84CR		79	[illegible]
026	1079	900	01	P 2	" "	16.78CR		79	[illegible]
026	1079	900	01	P 3		15.54CR		79	[illegible]
026	1079	900	02	P 1	" "	448.[illegible]CR		78	[illegible]
026	1079	900	02	P 2	" "	252.56CR		78	80
026	1079	900	02	P 3		[illegible]	935.40	78	80
026	1079	900	03	P 1	SFO # 3	4,756.75CR		78	80
026	1079	900	03	P 2	" "	7,918.41	12,646.63	78	80
026	1079	900	03	P 3		3,161.66CR		78	80
026	1079	900	07	P 1	SFO # 7	29.84	29.84	80	80
026	1079	900	07	P 2	" "	16.78	16.78	80	80
026	1079	900	07	P 3		15.54	15.54	80	80
026	1079	915	00	P 1	Audit	109.96CR		77	80
026	1079	915	00	P 3		109.96	109.96	80	80
026	1079	920	00	P 1	Pr. Mgmt		11.66	78	78
026	1079	920	00	P 2	"		6.56	78	78
026	1079	920	00	P 3			6.06	78	78
026	1079	921	00	P 1	Specs		4.80CR	77	77
026	1079	921	00	P 2	"		2.70CR	77	77
026	1079	921	00	P 3			2.50CR	77	77
026	1079	928	00	N 1	ACCTNG	57.40	57.40	80	80
026	1079	950	00	P 1	Training		360.23	78	78
026	1079	950	00	P 2	"		202.64	78	78
026	1079	950	00	P 3			187.61	78	78
026	1079	985	00	P 1	EEO		116.85	77	78
026	1079	985	00	P 2	"		65.76	77	73
026	1079	985	00	P 3			60.86	77	78

JANUARY 1981 PAGE 69

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
		TOT	P1		3,057.94	261,357.03		
		TOT	P2		1,931.52	101,572.12		
		TOT	P3		2,858.23CR	97,478.41		
		TOT	N1		1,282.13CR	3,627.50		
		TOT	N2		20.33CR	2,191.89		
		TOT	N3		232.78CR	161.60		
		** JOB TOTALS **		**	595.49 **	466,388.55 ** 368,748.54		

(MEMORANDUM)

Final Voucher

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 13, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

F.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

STATE: Oregon

FEDERAL AID PROJECT NO.: U-193(10)

VOUCHER PERIOD: FROM 6-26-75 TO 3-8-77

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$ 20,583.24	$ 19,616.66	85.80%	$ 16,831.09	$ 16,831.09	$ 0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

V.E. Skoog
Controller

Oregon

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
					(Prefix · 26-1942)	
	N.E. Prescott St.-S.E. Flavel St.(Portland)Section					
	Multnomah County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All Required			$19,616.65	
	Total Preliminary Engineering Cost				$19,616.65	
	Total Participating Cost				$19,616.65	
	Nonparticipating Items					
	Preliminary Engineering	All Required			$ 966.59	
	Total Nonparticipating Cost				$ 966.59	
				Total Cost	$20,583.24	
	Prepared based on cost shown on Federal Billing as of 10-20-77					
				AMOUNT CARRIED FORWARD. .		

FORM PR-20A (6-71)

GPO 914-021

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                                     026   1933    915    00 P 1                                       167.95
                                     026   1933    920    00 P 1                                       144.49
                                     026   1933    921    00 P 1                                     2,272.80
                                     026   1933    923    00 P 1                                        80.57
                                                   TOT    P1                               1.69     22,918.06
                                                   TOT    N1                                             6.20
                                                ** JOB TOTALS **                  **       1.69  **  22,924.26

CITY LIMITS-S CITY LIMITS   CONT NO        * FA PROJ NOS U    199010 100
  Transfer Funds - State             026   1942    296    00 N 9        829.33             829.33   16,831.09CR
   "      "    Fed -                 026   1942    298    00 N 9        829.33CR           829.33CR 16,831.09
  Resident Engineer                  026   1942    901    00 P 1                                        13.25
  Citizens Involvement               026   1942    902    00 P 1                                       133.97
  Final Design                       026   1942    905    00 P 1                                       234.02
  Signing (Traffic Dep.)             026   1942    911    00 P 1                           966.59CR  16,099.77
     "        "                      026   1942    911    00 N 1                           966.59       966.59
  Utility Liaison                    026   1942    914    00 P 1                            50.47CR     745.93
  Prog + Plan Adm.                   026   1942    920    00 P 1                                        91.00
  Specifications                     026   1942    921    00 P 1                                     2,298.71
                                                   TOT    P1                            1,017.06CR   19,616.65
                                                   TOT    N1                              966.59        966.59
                                                ** JOB TOTALS **                  **       50.47CR** 20,583.24

WAY HOLLADAY-CLAY HARRSN CONT NO           * FA PROJ NOS U    130009 100
                                     026   1946    296    00 N 9                                   11,700.00CR
                                     026   1946    293    00 N 9                                   11,700.00
                                     026   1946    901    00 P 1         23.33             786.99  15,473.70
                                     026   1946    901    00 N 1                                       353.18
                                     026   1946    902    00 P 1                            47.06        47.06
                                     026   1946    903    00 P 1      1,178.65           1,178.65    1,556.99
                                     026   1946    905    00 P 1         48.00             453.00    9,640.86
                                     026   1946    906    00 P 1         29.03           3,511.42    6,294.93
                                     026   1946    910    00 P 1                                       318.72
                                     026   1946    911    00 P 1                           907.81    4,980.77
                                     026   1946    914    00 P 1        370.94           1,077.52    2,171.63
                                     026   1946    920    00 P 1         44.75             295.12      295.12
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8505

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 9 - 197	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 1	9-25-80	Project Number M-TQM-9713(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 16, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 363,182.00	$ 369,000.00
Federal funds	223,600.00-TQM $ 88,008.00-M	223,600.00-TQM $ 93,002.00-M
Other revisions		

This modification is made for the following reasons: To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of September, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

For: H.S. Coulter
By

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon September 22, 1980

Federal Aid Project
No. M-TQM-9713(1)

N.E. Prescott St.-S.E. Flavel St. (Portland)
Cascade Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y031
Traffic Signals (Prescott to Flavel)

Subtotal of previous estimate of May 9, 1977		$330,165.79
	SUBTOTAL	$330,165.79
	Engineering	38,834.21
	TOTAL	$369,000.00

Length of Project ---------- 0.0 mile

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Signals (TQM Funds)	$260,608.00	$223,600.00	$18,504.00	$18,504.00
Signals (Urban System Funds W36)	108,392.00	93,002.00	7,695.00	7,695.00
TOTAL	$369,000.00	$316,602.00	$26,199.00	$26,199.00

Group 1-TQM Funds (124) 48%
Group 2-Urban Funds (W36) 27%
Contract No. 8505

8525

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	m Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-302		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 1	9-27-78	Project Number HHS-24 (3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 16, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 126,596.00	$ 135,100.00
Federal funds	$ 113,936.00	$ 121,590.00
Other revisions		

This modification is made for the following reasons:
Increase in cost construction bid items and construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of September, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

File

Oregon State Highway Division
Salem, Oregon September 21, 1978

Federal Aid Project
No. HHS-24 (3)

Powell Blvd. at 82nd Avenue (Portland)
Mt. Hood Highway in Multnomah County

Revised Project Agreement.

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 16,400.00

Type Code Y008
Roadway (Mt. Hood Highway at Powell Blvd.)

Subtotal of Previous estimate of May 9, 1977	$100,178.92

Previous Estimate

Class "B" or Cl "C" Asphalt Concrete	430 ton	28.18	$ 12,117.40
Type "U" Signs in place	246 sq. ft.	10.15	2,496.90
		TOTAL	$ 14,614.30

Revised Estimate

Class "B" or Cl "C" Asphalt Concrete	510.61 tons	28.18	$ 14,388.99
Type "U" Signs in Place	322.24 sq.ft.	10.15	3,272.36
		TOTAL	$ 17,661.35
		Difference	3,047.05
		Subtotal	$103,225.97
		Engineering	15,474.03
			$118,700.00

Length of Project --------------- 0.0 miles

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering (Appn. 142)	$ 16,400.00	$ 14,760.00	$ 1,640.00
Roadway (Appn. 145)	118,700.00	106,830.00	11,870.00
TOTAL	$135,100.00	$121,590.00	$13,510.00

Group 3 - 25%
Contract No. 8505
Prefix: 26-1079
26-1915 P.E.

8505

STATE COPY

p

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
5-88

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

5 - 16 - 77

te
Oregon
County
Multnomah
Project No.
M-TQM-9713(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 213, N.E. Prescott St. (Portland), S. 6.0 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-23-76	0.0

OTHER *(Specify)*

FUNDS Pro Rata 85.8%

ESTIMATED TOTAL COST OF PROJECT
$ 363,182

FEDERAL FUNDS
88,008 M
$ 223,600 TQM

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Deputy State Highway Engineer
(Title)
By ______
______
(Title)
By ______
______
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator ______

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 9, 1977

Federal Aid Project
No. M-TQM-9713(1)

N.E. PRESCOTT ST.-S.E. FLAVEL ST. (PORTLAND)
CASCADE HIGHWAY
MULTNOMAH COUNTY

Project Agreement Estimate

Type Code Y031
Traffic Signals (Prescott to Flavel)

Mobilization	All Required (78%)		$ 3,411.72
Temporary Protection and Direction of Traffic	All Required (74%)		11,626.88
Temporary Signs	330 Sq.Ft.	3.66	1,207.80
Flagmen	250 Hr.	19.82	4,955.00
Traffic Signal Installation, Complete	All Required (89%)		308,964.39
	Subtotal		330,165.79
	Engineering		33,016.21
	TOTAL		$363,182.00

Length of Project - - - - - - - - - - - - - 0.00 mile

Work Retained in Program Status
(Not included in totals below)

Modify Pretimed Controllers (C.F.) All Required $ 1,000.00

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Signals (TQM Funds)	$260,608.00	$233,600.00	$18,504.00	$18,504.00
Signals (Urban System Funds) (W 36)	102,574.00	88,008.00	7,283.00	7,283.00
TOTAL	$363,182.00	$311,608.00	$25,787.00	$25,787.00

Group 1 TQM Funds (124) 48%
Group 2 Urban Funds (W 36) 27%

Contract No. 8505

Prefix 26-1079

8505

STATE COPY 1

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-104	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-16-77	te Oregon County Multnomah Project No. HHS-24(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26, at Jct. SR 213 (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1/20/75	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	3/2/77	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 126,596	$ 113,936

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By ES Hunter

Deputy State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

for: G. L. Green

Date executed by Division Administrator ______

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, MAY 9, 1977

FEDERAL AID PROJECT
NO. HHS-24 (3)

POWELL BLVD. AT 82nd AVENUE (PORTLAND)
MT. HOOD HIGHWAY
MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 16,400.00

Type Code Y008
Roadway (Mt. Hood Highway at Powell Boulevard)

Mobilization	All Required (22%)		$ 962.28
Temporary Protection and Direction of Traffic	All Required (26%)		4,085.12
Temporary Signs	300 sq. ft.	3.66	1,098.00
Termporary Barricades	12 only	73.30	879.60
Flagmen	750 hour	19.82	14,865.00
Clearing and Grubbing	All Required		1,325.00
Temporary Barricades	12 only	73.30	879.60
Flagmen	750 hour	19.82	14,865.00
Clearing and Grubbing	All Required		1,325.00
Removal of Structures and Obstructions	All Required		4,340.00
Earthwork	All Required		3,946.00
Class "B" or Class "C" Asphalt Concrete	430 ton	28.18	12,117.40
8-inch Sewer Pipe	12 lin. ft.	22.58	270.96
Concrete Inlets, Type P	1 only	395.00	395.00
Concrete Walks	55 sq. yd.	20.29	1,115.95
Concrete Driveways	130 sq. yd.	20.29	2,637.70
Concrete Curbs	920 lin. ft.	4.17	3,836.40
Removal of Existing Signs Installations	All Required		113.00
Wood Sign Posts	All Required		507.00
Signal Pole Mounts	All Required		1,409.00
Type "U" Signs in Place	246 sq. ft.	10.15	2,496.90
Move and Reinstall Existing Signs	All Required		225.00
Traffic Signal Installation Complete	All Required (11%)		38,186.61
			$ 94,838.92

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required		$ 600.00

Powell Blvd. Interconnect Drop (E.W.)	All Required	300.00
Work by City of Portland (Water)	All Required	4,440.00
		$ 5,340.00
	Subtotal	$100,178.92
	Engineering	10,017.08
	TOTAL	$110,196.00

Length of Project . . . . . . 0.00 mile

Summary of Funds (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering (approx. 142)	$ 16,400.00	$ 14,760.00	$ 1,640.00
Roadway (approx. 145)	110,196.00	99,176.00	11,020.00
TOTAL	$126,596.00	$113,936.00	$12,660.00

Group 3 - 25%
Contract No. 8505
Prefix 26-1079
26-1915 P.E.

8505 1

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 620

cc: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

3-11-8

STATE COPY

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 3-11-80	REPORT MADE BY C. T. Christianson, Area Engineer		PROJECT NO. M-TQM-9713(1)&HH
COMPLETION DATE 10-17-78	ACCEPTANCE DATE BY CONTRACT AGENCY 5-9-79	TIME ELAPSED 180 %	CONTRACT TIME 280 CD
APPROVED EXTENSIONS 20 CD	LOCATION Cascade & Mt Hood Highways - Portland		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NE PRESCOTT - SE FLAVEL SECTION
Grade, Pave, Signs & Signals

The project was completed at a final contract cost of $409,648.57 representing a 3.6% underrun. There were no significant over or underruns in individual contract items. Liquidated damages will be charged for the 241 day overrun in contract time.

RECEIVED
STATE HWY ENGR
MAR 13 '80
REFER TO Keasey
FOR
Info Inves R/D D/R Sign Act File

3/13
cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C. T. Christianson C. T. Christianson		SIGNATURE G. K. Hossner	Original Signed By G. K. HOSSNER Field Operations Engineer
TITLE Area Engineer	DATE 3-11-80	TITLE Field Operations Engineer	DATE 3-11-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

#8505

January 22, 1980

Kobin & Meyer
Attorneys at Law
Suite 800
610 S.W. Alder Street
Portland, OR 97205

CON 5
Contract #8505

Attention: Daniel J. Seifer

Gentlemen:

Thank you for your letter of January 16, 1980, informing us that LFE Corporation's claim dated November 1, 1979, has been paid and fully resolved.

Our records indicate this is in reference to your client's claim for materials in the amount of $9,200.00 filed against the Hamilton Electric, Inc., Contract No. 8505 in Multnomah County.

This information will be noted in our records and we will advise Hamilton Electric, Inc. and their surety, Great American Insurance Company, of the receipt of your letter.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:dmc

cc: Hamilton Electric, Inc.
232 West 5th Avenue
Eugene, OR 97401

Smith & Crakes, Inc.
58 West 11th Avenue
Eugene, OR 97401

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

1-22-80-dmc

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART

LEO LEVENSON
OF COUNSEL

DAVID R. TRACHTENBERG
JOSEPH A. YAZBECK, JR.
ELIZABETH YEATS

January 16, 1980

Mr. Cecil Head
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: OSHD Contract #8505 (Hamilton Electric, Inc.)

Dear Mr. Head:

This office represents LFE Corporation, which filed with you Notice of Claim dated November 1, 1979 concerning the referenced contract.

Please be advised that that claim has been paid and fully resolved.

Thank you for your assistance.

Very truly yours,

KOBIN & MEYER

Daniel J. Seifer

cc: Mr. Jerry Gaydos

RECEIVED
[illegible] 17
[illegible]

8505

1

YOUNG, HORN, CASS & SCOTT
ATTORNEYS AT LAW
SOUTH PARK BUILDING, SUITE 200
101 EAST BROADWAY
EUGENE, OREGON 97401

LEO F. YOUNG
JOHN H. HORN
PHIL CASS, JR.
MALCOLM H. SCOTT
ROBERT D. WOODS
BRUCE E. SMITH
EDWARD P. THOMPSON
NICK E. RAUCH
RICHARD K. QUINN
DOUGLAS R. SCHULTZ
JACOB K. CLIFTON, JR.
STUART M. BROWN
JUDITH TEGGER
THOMAS J. MURPHY
FRANK C. GIBSON
C. AKIN BLITZ

OF COUNSEL
ORLANDO JOHN HOLLIS
THOMAS E. BROWNHILL

TELEPHONE 687-1515
AREA CODE 503

November 28, 1979

Mr. H. Scott Coulter
State Highway Engineer
Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

It is my understanding that liquidated damages have been assessed against Hamilton Electric, Inc. by the State of Oregon in the sum of $16,875.00 on your Contract 8463 for a traffic signal project at Southwest Barbur at Southwest 19th in Portland, and also for $24,100.00 on your Contract 8505 for a traffic signal project at Northeast Prescott and Southeast Flavel in Portland.

We request that you furnish to us copies of all correspondence, documents and determinations which bear upon your assessment of liquidated damages or upon the efforts of Hamilton Electric, Inc. to obtain relief from that assessment.

I am unable to find any reference to determinations and assessments of liquidated damages in the Oregon Administrative Rules. Where are such procedures set forth? If they are to be found in your contract with Hamilton Electric, Inc., please furnish a copy of that document also.

In the event that the cost of furnishing the requested documents is likely to involve more than $50.00, please contact me. In addition, I hope that your designee will feel free to discuss any questions he may have concerning this request as he reviews the documents in your file.

Thank you for your assistance in this matter.

Very truly yours,

Akin Blitz

C. Akin Blitz

RECEIVED
STATE HWY ENGR
NOV 29'79
REFER TO
FOR

Info	Invs	R/D	Dft	Sign	Act	File
					X	

CAB:amc
PRIORITY REQUEST
For Public Records
ORS 102.420

8505 5392

1

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
Nov 6 8 33 AM '79
NORMA PAULUS
SECRETARY OF STATE

November 5, 1979

IN REPLY REFER TO
FILE NO.: CON 5
#8505

FILED
NOV 6 1979
NORMA PAULUS
SECRETARY OF STATE

Kobin & Meyer
Attorneys at Law
Suite 800
610 S.W. Alder Street
Portland, OR 97205

Attention: Joseph A. Yazbeck, Jr.

Gentlemen:

Thank you for your letter of November 1, 1979, with enclosed LFE Corporation's supplemental notice of claim stating that Hamilton Electric, Inc. owes your client for traffic signals and accessory materials in the amount of $9,200.

The claim states this is in connection with the Hamilton Electric, Inc. Contract No. 8505 in Multnomah County. We will forward this claim to the Secretary of State for filing and we will advise the prime contractor and surety of this supplemental notice.

Sincerely,

C. W. Head

C. W. Head
COMMISSION SERVICES

NOTED ON
11-13-79 kr

CWH:kkr

cc: Great American Insurance Co.
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Hamilton Electric, Inc.
232 West 5th Avenue
Eugene, OR 97401

Smith & Crakes, Inc.
58 - 11th Ave., W.
Eugene, OR 97401

bc: ✓ Secretary of State - Please acknowledge receipt of this attached supplemental claim on the enclosed copy of this letter.

RECEIVED
NOV 9 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART

LEO LEVENSON
OF COUNSEL

DAVID R. TRACHTENBERG
JOSEPH A. YAZBECK, JR.
ELIZABETH YEATS

November 1, 1979

CERTIFIED -- RETURN RECEIPT REQUESTED

Mr. Cecil Head
Commission Services
Oregon Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Re: Hamilton Electric
Your File No. Con 5 - #8505

Dear Mr. Head:

Enclosed is LFE Corporation's Supplemental Notice of Claim. We file this Supplemental Notice merely to be more specific. It is, of course, for the same dollars contained in our Notice of Claim of October 23, 1979.

Very truly yours,

KOBIN & MEYER

Joseph A. Yazbeck, Jr.

Enclosure

cc: LFE Corporation, ATTN: Mr. Robert S. Toperzer
Great American Insurance Co.
Smith & Crakes, Inc.
Hamilton Electric, Inc.
Mr. Thomas H. Hoyt

RECEIVED
NOV 2 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Mr. Cecil Head, Manager
Commission Services
Oregon Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Re: Contract No. 8505
Hamilton Electric

Notice is hereby given that the undersigned LFE Corporation has a claim for traffic signals and accessory materials supplied, in the sum of $9,200.00 against the bond taken from Hamilton Electric, as principal, and Great American Insurance Company, as surety, for materials supplied to Hamilton Electric on its contract no. 8505 with the State of Oregon.

LFE CORPORATION

By Robert S Toperzer asst sec

RECEIVED
NOV 2 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#8505

CON 1
#8505

November 1, 1979

Mr. Joseph A. Yazbeck, Jr.
Kobin and Meyer
Attorneys at Law
610 S.W. Alder Street, Suite 800
Portland, OR 97205

Dear Mr. Yazbeck:

As requested, we are attaching a Report of Action Taken Under Delegated Authority by the State Highway Engineer listing his acceptance of Contract No. 8505 awarded to Hamilton Electric, Inc., for work on N. E. Prescott Street-S. E. Flavel Street in Portland.

Sincerely,

C. W. Head
COMMISSION SERVICES

fkn

Att.

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
LEO LEVENSON
OF COUNSEL

DAVID R. TRACHTENBERG
JOSEPH A. YAZBECK, JR.
ELIZABETH YEATS

October 26, 1979

Fran
Pls do
cec

Mr. Cecil Head
Manager, Commission Services
Oregon Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Re: Contract with Hamilton Electric, Contract No. 8505

Dear Mr. Head:

Would you please send us the document evidencing the acceptance of the work by the affirmative action of the Oregon Department of Transportation on the above-referenced contract.

Very truly yours,

KOBIN & MEYER

Joseph A. Yazbeck

Joseph A. Yazbeck, Jr.

RECEIVED
OCT 29 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5392 #8505

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 30 1979
NORMA PAULUS
SECRETARY OF STATE

October 29, 1979

RECEIVED
OCT 30 0 59 AM '79
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.: CON 5

Kobin & Meyer
Attorneys at Law
Suite 800
610 S.W. Alder Street
Portland, OR 97205

Attention: Joseph A. Yazbeck, Jr.

Gentlemen:

This will acknowledge receipt of your claim letter of October 23, 1979, indicating that Hamilton Electric, Inc. owes LFE Corporation for materials in the amount of $9,200.

Your claim states that this is in reference to the Hamilton Electric, Inc. Contract No. 8505, N.E. Prescott Street-S.E. Flavel Street (Portland) Section in Multnomah County.

The Great American Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Sincerely,

C W Head

C. W. Head
COMMISSION SERVICES

NOTED ON
11-1-79 kkr

CWH:kkr

cc: Great American Insurance Co.
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Hamilton Electric, Inc.
232 West 5th Avenue
Eugene, OR 97401

Smith & Crakes, Inc.
58 - 11th Ave., W.
Eugene, OR 97401

bc: ✓Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
LEO LEVENSON
OF COUNSEL

DAVID R. TRACHTENBERG
JOSEPH A. YAZBECK, JR.
ELIZABETH YEATS

October 23, 1979

CERTIFIED -- RETURN RECEIPT REQUESTED

Mr. Cecil Head
Manager, Commission Services
Oregon Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Re: Contract with Hamilton Electric, Contract No. 8505

Dear Mr. Head:

We are attorneys for LFE Corporation.

Pursuant to ORS 279.526 and 279.528, we hereby file Notice of Claim for LFE Corporation for materials supplied to Hamilton Electric, Inc. on Contract No. 8505 in the sum of $9,200 against the bond taken from Hamilton Electric, as principal, and Great American Insurance Company, as surety.

Very truly yours,

KOBIN & MEYER

Joseph A. Yazbeck, Jr.

Joseph A. Yazbeck, Jr.

cc: Great American Insurance Company
Mr. Robert S. Toperzer
Mr. Thomas H. Hoyt
Hamilton Electric, Inc.

May 11, 1979

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

Contract No. 8503 awarded to Hamilton Electric, Inc., for work on the N. E. Prescott Street-S.E. Flavel Street (Portland) Section of the Cascade and Mt. Hood Highways in Multnomah County was completed on October 17, 1978, and accepted by the State Highway Engineer on May 9, 1979.

The total contract amount is $394,796.84 including $9,248.27 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

fkn

cc Hamilton Electric, Inc.
232 West 5th Avenue
Eugene, OR 97401

Smith and Crakes, Inc.
58 11th Avenue West
Eugene, OR 97401

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8505 &

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 23, 1979

Hamilton Electric, Inc.
P.O. Box 708
Eugene, OR 97401

Attention: Betty L. Hanson
Office Manager

Re: Contract 8505

Retainage requirements on this contract have been reduced to $500.00. Securities posted in lieu of retainage total $3,000.00. Therefore $2,500.00 in securities are herby released. Please notify this office of the disposition of these securities.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

NOTED
C. W. HEAD

cc: Citizens Bank of Oregon

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

8505

8

April 13, 1979

Hamilton Electric, Inc.
Post Office Box 708
Eugene, OR 97401

Gentlemen:

Time Extension
N.E. Prescott St.-S.E. Flavel St.
Multnomah County
Contract No. 8505
FAP No. M-TQM-9713(1) HHS-24(3)

Your request for an increase in calendar days in which to complete the above project has been given careful review. A 20 calendar day extension is hereby granted for extra work performed on the project.

Reasons submitted for delays due to material delivery do not show causes beyond your control.

There remains 241 days liquidated damages.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

OBJ:DA:fr jh

bc: FHWA
C. T. Keasey
Robert Church
Ed Hardt
W. E. Hoffman

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 10, 1979

FILE: CON 5 #8505

O-B Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
N.E. Prescott St.-S.E. Flavel St.
Multnomah County
Contract No. 8505

Hamilton Electric, Inc., contractor on the above project, has requested a 261 calendar day increase in which to complete their contract. Delays in delivery of materials and extra work are the reasons given in support of this extension request.

Work to be done under this project consisted of grading, paving, signing and traffic signals. Signal work involved the replacement of traffic signals at 14 intersections and installation of a traffic signal interconnect system.

The contractor has based his request mostly on late delivery of signal material, specifically loop detector amplifier cabinets and pigtails for same, and signal span hangers. The allowable time for completion of the project expired January 29, 1978. The span wire hangers were received February 16, 1978. The supplier states the delay was due to delinquency in receiving necessary materials from their vendor which prevented them from meeting their scheduled delivery.

Loop detector amplifier cabinets and pigtails were received in late September 1978 and October 11, 1978 respectively. A check by our inspector as to the whereabouts of the cabinets in July of 1978 revealed that the cabinets had not even been manufactured. Confusion on the part of the manufacturer was the cause of delay.

Material delivery remains the contractor's responsibility. Delays in delivery were all supplier related. Information supplied in support of material delivery delays does not show bona fide causes beyond the control of the contractor. It is recommended any additional time due to material delays be denied.

There were five extra work orders written during the project. The extra work items did not cause any delay in ordering or receiving materials but did have some time impact on the project.

The existing signals at Powell Blvd. were transferred to the new poles to expedite removal of existing islands and curbs which were impairing turning movement. This work was performed under Extra Work Order No. 1 and required an additional three days. This time should be returned to the contractor.

Two additional days were required to alter the junction box locations on the strain poles under Extra Work Order No. 2. The holes for the junction boxes had been placed in accordance with the standard drawing which was too high on some of the poles. The additional time should be granted.

Extra Work Order No. 3 revised the location of a signal pole base which had already been placed. The location as staked by the City was in conflict with a proposed county widening project. Although several months were required to reach a decision on a revised location, the overall project was not delayed, as there was other project work available. The base was placed in time so as to not disrupt the sequence of the remaining work. Three days should be returned to the contractor for this added work. This is a nonparticipating item.

The master control base at Davis Street was relocated due to objections by the adjacent property owner. The removal and reinstallation work, performed under Extra Work Order No. 4, required an additional four days to perform which should be returned to the contractor. This item is also nonparticipating.

Extra Work Order No. 5 revised the mounting of three Type "U" signs which were vulnerable to turning truck traffic. One additional day should be returned for this added work.

During the placement of pedestrian heads on a wood pole at Prescott Street, it was discovered the pole was too rotten to be used as a strain pole. This pole was replaced with a steel pole by the City. Other work was available to the contractor while waiting for the steel pole to be set. One day should be returned to the contractor for lost production at this location.

In all, the contractor lost 13 workdays as a result of extra work and one day due to rescheduling of work for a total of 14 workdays lost. This expanded (14 x 1.4) is equal to 20 calendar days. It is recommended the contractor be granted this time. Of this time, 10 days will be nonparticipating.

The contract overran the allotted time for completion by 261 calendar days. There will remain 241 days liquidated damages charged to the contractor.

FHWA approval will not be required. A rough draft letter to the contractor is attached.

OBJ:DA:fr
Att.
cc: Ed Hardt
W. E. Hoffman
Robert Church

RECEIVED
STATE HWY ENGR
APR 12 '79
REFER TO
FOR
Info Inves R/D D/R Sig'n Act File

E-220 (Rev. 2-72)

NOV 2 [illegible] 1978

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 16, 1978 , 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 280 days to 541 days, within which to complete our Contract No. 8505, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: There were 3 items of materials that were not received on a timely basis that prevented the completion of this contract in the originally scheduled calendar day count.

1. Honeywell pigtails for the amplifier cabinets were not received until Oct. 11, 1978.
2. Honeywell loop detector amplifier cabinets were not received until late September 1978. Enclosed is a letter from Honeywell explaining the reasons for this delay.
3. Automatic Signal span hangers were not received until February 16, 1978. Enclosed is a letter and telex from Automatic Signaldocumenting reason for delay.

In addition, the following price agreements were made after the scheduled completion date.

Respectfully submitted,

Hamilton Electric, Inc.
Contractor

By Alden E Hamilton

CONSENT OF SURETY

Date November 16 , 1978

We, GREAT AMERICAN INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
Genevieve A. Bernhardt

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8505 Contractor Hamilton Electric, Inc.

Highway Mt. Hood and Cascade

Section N. E. Prescott St. - S. E. Flavel St. (Portland)

Kind of Work Grade, Pave, Sign, Signal

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~**DENIED**~~ or **GRANTED.** The reasons for such recommendation are as follows:

Twenty (20) calendar days are granted for extra work added to the project.

Recommended for Approval:

Regional Engineer

O-B-Jackmond For
Construction Engineer ~~or Bridge Engineer~~

H. S. Coulter
State Highway Engineer

Contract No.	8505
Project designation	Federal
State-Federal	
Date awarded	March 29, 1977
Work started	May 10, 1977
Per cent completed	100% Oct. 17, 1978
Date	
No. of Workdays Allowed	280
No. of Workdays Used	541
No. of Added Workdays Requested	261

SP*67865-734

8505

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION	N.E. Prescott St.- S.E. Flavel St.
	Dec. 22, 1978
	026-1978
HIGHWAY	Mt. Hood and Cascade
COUNTY	Multnomah
NAME OF JOB	N.E.Prescott St.-S.E. Flavel St.
KIND OF WORK	Grading, Paving, Signing and Signals
CONTRACTOR	Hamilton Electric, Inc.
CONTRACT NUMBER	8505
FEDERAL AID PROJECT NUMBER	M-TOX-9713(1) HHS-24(3)
DATE OF CONTRACT	April 13, 1977
DATE WORK STARTED	May 10, 1977
ESTIMATED COMPLETION DATE	Oct. 17, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN	0
SUPERVISION	0
SPECIFIED WORK DAYS	
WORK DAYS USED	
SPECIFIED CALENDAR DAYS	280
CALENDAR DAYS USED	541
SPECIFIED COMPLETION DATE	
PERCENT OF TIME ELAPSED	193
PROJECT AUTHORIZATION	$493,616.84
EXCLUSIVE OF ENGINEERING:	$454,475.42
ENGINEERING AUTHORIZATION	$39,141.42
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST	100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING	$409,061.50
ENGINEERING COST TO DATE	$51,700
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION	100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN	10 %
PERCENT OF AUTHORIZATION	132 %
DATE PROJECT WAS COMPLETED	Oct. 17, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING			OIL & BITUMINOUS MACADAM	PAVING
	Signals(1P)	Signals(2P)	Signals(3P)				
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)	74%	15%	11%				[illegible]
TOTAL QUANTITIES CORRECTED TO DATE	74	15	11				[illegible]
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	74	15	11				[illegible]
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK.

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.					
PERCENT					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers	0		
MONDAY	Fair	0		
TUESDAY	Cloudy	0		
WEDNESDAY	Snow	0		
THURSDAY	Rain	0		
FRIDAY	Rain	0		
SATURDAY				

RECEIVED
DEC 26 1978
CONSTRUCTION
BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

	No activity.
12/18 MONDAY	No activity.
12/19 TUESDAY	No activity.
12/20 WEDNESDAY	No activity.
12/21 THURSDAY	No activity.
12/22 FRIDAY	No activity.
12/23 SATURDAY	No activity.

REMARKS

SUMMARY: No activity.

This will be the last report on this project as the Semi-Final was submitted on Dec. 20, 1973.

SIGNED W. E. Hoffman LOCATION [illegible]

W.E. Hoffman Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

12-6-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M-[illegible]-9713(1) & HHS-24(3)

STATE PROJECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
71403 - 71537

FROM:
G. L. Green, Division Administrator
~~Salem, Oregon~~

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
3-2-77	10-24-77	FAU 9713 & Primary 24 City Street & Primary 26

GENERAL LOCATION:
"NE Prescott Street - SE Flavel Street"

GENERAL DESCRIPTION OF WORK:
Modify pre-timed controller to activate interconnect by City Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~
~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 11-23-77 and based on the data submitted, you are authorized to proceed with the use of City Forces as being in the public interest, as represented by State Force Order No. 5 at a total estimated cost not to exceed $1,000, Federal Funds - $858.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-6-77		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8505 8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 20, 1977

Citizens Bank of Oregon
Main Office
PO Box 10312
Eugene, OR 97401

Attention: D.V. Bowman
Vice President

Re: Hamilton Electric, Inc.
Contract 8505

We have received your safekeeping receipt for Alabama Power Company Bond 134795 in the amount of $3,000 due 2000. This is being applied in lieu of retainage on contract 8505.

Vernon E. Skoog
Controller

by ________________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Hamilton Electric, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

8505

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*47866-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Portland
1220 S. W. Fifth Avenue
Portland, Oregon 97204
Attention of Mr. George Yerkovich
City Auditor

Request No. (assigned by staff engineer or head of section) cc-1725

Date April 18, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $26,250.00

Quantity	Unit	Description	Unit Price	Amount
		Partial Transfer of Advance Deposit for Construction on N.E. Prescott St.-S.E. Flavel St., FAU 9713. Covered by Agreement No. 5413.		20,250.00
		Amount to be Retained		$ 6,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $26,250.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
26-1079-235

Submitted by:
F. F. Hildebrandt

Approved:
Regional Engineer

Approved:
George N. Hopkins Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

9713

bc w/att: J Rose - Upon receipt of City's Check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-273 and submit to Finance Branch.

March 30, 1977

Mr. George Yerkovich
City Auditor
City of Portland
City Hall
Portland, Oregon 97204

Dear Mr. Yerkovich:

On March 24, 1977 a satisfactory bid was received from Hamilton Electric Inc., 232 W. Fifth St., Eugene, Oregon 97401 for N. E. Prescott St-S. E. Flavel St. Section, FAU 9713.

The anticipated construction cost based on their bid is as follows:

	Urban	HHS
Bid Items	$328,957.99	$ 96,046.72
Permanent Pavement Striping		600.00
Adjust Utilities City of Portland (Water)		8,000.00
Modify Pretimed Controllers (City Forces)	1,000.00	
Powell Blvd. Interconnect Drop (EW)		300.00
Contingencies (4-1/2%)	14,848.11	4,722.60
Engineering (9%)	29,696.22	9,445.20
Estimated Total Cost	$374,852.32 502	$119,114.52

City's Advance Deposit
7% ~~of~~ $26,215.16 ~~and 10%~~ of $119,114.52 ~~= $38,126.61~~
15

Please make your check in the amount of $38,200 payable to the Oregon State Highway Division and send it to Mr. Jon Rose, Region 1 Federal Aid Engineer, 5821 N. E. Glisan St., Portland, Oregon 97213.

Very truly yours,

Robert H. Prange

Robert H. Prange
Local Projects Manager

RHP/FFH:sch

NOTED
MAINOR C. HOLMES

85.5

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL [illegible]D/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9731(1) & HHS-24(3)

ST PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71403 & 71537

COUNTY NAME Multnomah

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State HighwayEngineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 1 '77
REFER TO Rulien
FOR
nfo | nves | /D | /R | Sign | Act | ile

DATE PS&E APPROVED 3-2-77

DATE AUTHORIZATION EFFECTIVE 3-25-77

FEDERAL ROUTE NUMBER FAU 9713 & Primary 24

STATE ROUTE NUMBER City Street & Primary 26

GENERAL LOCATION:

"N. E. Prescott St. = S.E. Flavel St. (Portland) Section"

GENERAL DESCRIPTION OF WORK:

Utility adjustment.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Utility adjustment
(City of Portland-Bureau of Water Works)
TEC $4,440 - FF not to exceed #3,881

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Cartwright's letter of 3-22-77, I approve the agreement with the City of Portland, Bureau of Water Works for adjustment of water facilities, consisting of your relocation letter of 12-6-76, the utility's letter of 3-3-77 and the plans and estimate furnished by Mr. Cartwright's 3-22-77 letter. Reimbursement is authorized on an actual cost basis subject to the provisions of the Federal-aid Program Manual. It should be noted that overhead and permit fee are not eligible items.

DATE 3-25-77

SIGNATURE OF APPROVING OFFICIAL G L Green

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8505 3-21-77 8

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
See below

STATE PROJECT NO.
N/A

COUNTY NAME
N/A

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
HHS-16, 36 & 39

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 24 '77
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
3-21-77

FEDERAL ROUTE NUMBER

STATE ROUTE NUMBER

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
Program change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Program change.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 3-17-77 letter, I approve the requested program changes to revise appropriation Codes as follows:

Project No.		Appn. 142			Appn. 145	
		Total Cost	Federal Funds		Total Cost	Federal Funds
HHS-24(3)	PE	$16,000	$14,400	Const.	$119,193	$107,273
HHS-1(1)	PE	5,500	4,950	Const.	63,788	57,409
HHS-176(24)	PE	19,000	17,100	PE	21,000	18,900

DATE
3-21-77

SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner for

TITLE
DivisionAdministrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8505 3-2-77

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-[illegible]-9713(1) & HHS-24(3)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 71403 & 71537

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 14'77
REFER TO
Rulien
FOR
Info Inves B/D D/R Sign Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
3-2-77	3-2-77	FAU 9713 & Primary 24
		STATE ROUTE NUMBER City street and Primary 26

GENERAL LOCATION:
"N.E. Prescott St. -S.E. Flavel St. (Portland)Sect."

GENERAL DESCRIPTION OF WORK:
Grading, paving, signing and signals Code Y031, Y008 Miles 0.0

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Pavement striping (SF) $600
Powell Blvd. Interconnect drop (EW) 300

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's 2-28-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of *$523,981 Federal funds $460,635.

A signed title sheet is returned herewith.

*(Note: PS&E for M-TQM-9713 (1) previously approved 11-23-76)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-2-77		For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

FAP-41
978

Section NE Prescott St - SE Flavel St (Portland) Programming Estimate $ 547 000

Highway Cascade & Mt. Hood Project Length —

County Multnomah 2-15-77 Completion Time 280 cal. days

Kind of Work Grading, Paving, Signing & Signals Jan 78

Prefix 26-1942- & 26-1915- FA Project No. M-TQM-9713(1) HHS-24(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $\$ 472{,}105^{00}$

Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	600^{00} (HHS)	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		$\$ 9{,}900^{00}$
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
City of Portland (Water)	$8{,}000^{00}$ (HHS)	
Modify Pretimed Controllers (City Forces)	$1{,}000^{00}$ (M-TQM)	
~~Misc. Permit Fees~~ Powell Blvd. Interconnect Drop (EW)	300^{00} (HHS)	
		$\$ 482{,}005^{00}$
Contingencies (4-1/2%)		$21{,}690^{23}$
Engineering (9 %)		$43{,}380^{45}$
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$\$ 547{,}075^{68}$

APPROVED

oh urban [illegible] M-TQM $ $418{,}802^{52}$
HHS $128{,}273^{16}$

Road Design Engineer

2-15-77
Bladorn says HHS OK
GB

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 2 Feb 77

Section NE Prescott St. - SE Flavel St (Portland)
County Multnomah
Kind Of Work Grading, Paving, Signing & Signals
Length
Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		Lump Sum	All	Lump Sum	26,700^{00}
2	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	13,600^{00}
3	Temporary Signs		Sq. Ft.	630	6^{00}	3,780^{00}
4	Temporary Barricades		Each	12	125^{00}	1,500^{00}
5	Flagmen		Hour	1,000	15^{00}	15,000^{00}
	ROADWORK					
6	Clearing and Grubbing		Lump Sum	All	Lump Sum	1,500^{00}
7	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	4,500^{00}
8	Earthwork		Lump Sum	All	Lump Sum	3,700^{00}
9	Class "B" or Class "C" Asphalt Concrete		Ton	430	30^{00}	12,900^{00}
10	8-inch Sewer Pipe		Lin. Ft.	12	15^{00}	180^{00}
11	Concrete Inlets, Type P		Each	1	500^{00}	500^{00}
12	Concrete Walks		Sq. Yd.	55	12^{00}	660^{00}
13	Concrete Driveways		Sq. Yd.	130	16^{00}	2,080^{00}
14	Concrete Curbs		Lin. Ft.	920	4^{50}	4,140^{00}

GON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 2 Feb 77

Section NE Prescott St - SE Flavel St (Portland)
County Multnomah
Kind Of Work Grading, Paving, Signing & Signals
Length
Name Butler

No	Item	Code	Unit	Quant.	Unit Cost	Total
	SIGNING					
15	Removal of Existing Sign Installations		Lump Sum	All	Lump Sum	1,800.00
16	Wood Sign Posts		Lump Sum	All	Lump Sum	462.00
17	Signal Pole Mounts		Lump Sum	All	Lump Sum	2,584.00
18	Type "U" Signs in Place		Sq. Ft.	246	14.00	3,444.00
19	Move and Reinstall Existing Signs		Lump Sum	All	Lump Sum	750.00
	TRAFFIC SIGNALS					
20	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	372,325.00
	TOTAL					472,105.00

8505 9

Form [illegible] A 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 11, 1977

In reply refer to: 1041EC.1

SUBJECT: Oregon Project HHS-24(3)
S.E. Powell Blvd @ SE. 82nd Ave.
Noise Study Report

FROM : G. L. Green, Division Administrator

TO Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

The subject Noise Study Report has been reviewed. Under the provisions of FHPM 7-7-3, this project is classified as a type 1B project which requires FHWA concurrence in a Noise Study Report rather than the granting of an exception. Therefore, as per 7-7-3, we concur with the findings and recommendations of the subject Noise Study Report.

William H. Kappus
G. L. Green
for

RECEIVED
STATE HWY ENGR
JAN 12 '77
REFER TO
Potter
FOR
D.R. Sign Act File

cy Rubin
Bateman
Van Steeg
1-12-77

8505 12-7-76 g

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	FEDERAL AID PROJECT NO. * HHS-24(3)
	ITEM NO. HHS-16 & 71537	STATE PROJECT NO. See below
		COUNTY NAME Multnomah
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 16 '76
REFER TO
FOR

Info	Inves	R/D	C/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	12-7-76	Primary 24
		STATE ROUTE NUMBER Primary 26

GENERAL LOCATION:

Powell Blvd. at 82nd Ave. (Portland) Section

GENERAL DESCRIPTION OF WORK:

Program change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) Program change.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I approve the program change requested in Mr. Rulien's 12-2-76 letter as follows:

1. Project Number: Change to read HHS-24(3)
   *(Old project number HHS-0640(3)
2. Federal-aid route No.: Change to read FAP 24.

	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-7-76		Division Administrator

PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING

9713

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

December 2, 1976

FILE: INT 5

FROM: ROBERT N. BOTHMAN ebg
Ass't. State Highway Engineer

TO: L. W. RULIEN
Project Management Engineer

SUBJECT: City of Portland request for 86-14 per cent federal aid match on FAUS projects

Attached is a request from the city of Portland for the new federal aid match ratio of 86-14 percent on all ongoing FAUS projects in the city.

This includes all projects underway or for which final estimates have not been concluded. I draw your attention to the Foster/Woodstock couplet as one in that category where the project has not been finalized.

The CRAG Transportation Improvement Program Subcommittee is addressing the issue of all local jurisdictions maximizing the federal aid monies and minimizing the local match by using the 86-14 per cent match.

In the case of the city, they have indicated they wish to proceed on the basis of the 86-14 per cent and will adjust their portion of the TIP accordingly.

It will be necessary, as the other jurisdictions also take this option, that adjustments be made in the TIP to accommodate the larger federal aid portion for projects on the urban system.

Please take the necessary steps to comply with the city's request.

ebg

attachment

PROJECT MANAGEMENT

DEC - 3 '76

REFER TO Prange

FOR

Info	Investigate	R/D	Action	File	Letter
			✓		

Cy: Larx
Hauck

Hopkins
Harwell
Holmes ✓
Prange R
Unrein A

RECEIVED

DEC 6 - 1976

COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To______
Bring Up____/____/____
Other______

8505 9

PRO 6-2

December 2, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Minor Program Change
Project No. HHS-U640(3)
Powell Blvd. @ 82nd Ave. (Portland) Sec.
Multnomah County

We hereby request approval of a minor program change on the subject project as indicated below because of system realignment.

(1) Project Number: Change to read HHS-24(3).

(2) Federal Aid Route No.: Change to read FAP 24

The overall project cost does not require changing at this time.

The PE will still remain programmed under Item No. 16, but construction is programmed under Item No. 71537. The construction project data is included on the same PR-1 form covering the preliminary engineering portion of the project.

JLG:dpy

cc: D. E. Swan
B. L. Gifford

8505 11-29-76 1

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-TQM-9713(1)

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO. 71403

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 2 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
11-23-76	11-23-76	FAU 9713 Primary 68

GENERAL LOCATION:
"N.E. Prescott St. - S.E. Flavel St. (Portland) Section"

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
Traffic signals Code &031, Miles 0.0

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER *(Specify)*
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Rulien's 11-22-76 request and certifying statements are accepted.

PS&E Documents for the subject project have been reviewed and are approved at a total estimated cost of $442,873 - Federal funds $379,983.

A signed title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-29-76		Division Administator

[illegible] 1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

NO.

FORM PR-1
(REV. 4-61)

Revised 11/18/76
11/5/76

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)	ADT PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 213, NE Prescott St. (Portland), S 6.0 mi.	28,500	26,500*	96	10	Oregon	41	W36 24	71403

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ic Signals								M-TQ M-	9713	(1)		

AL FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Urban System & Transition Quarter	Multnomah	051	☐ 1 OR ☐ 2

AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Portland	U	9713	68	

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								Util. adj. req. incl. prep. work.
	CONST (CODE) Y031		"NE Prescott St.-SE Flavel St. (Portland) Section" TQM	0.0	260,610	223,600			ROW-80' normal; Access Control-None; Parking Restrictions-Complete.
			M	0.0	179,390	153,900	31,250	31,250 (City)	
ARED BY JLG			PROJECT TOTALS	0.0	440,000	377,500	31,250	31,250 (City)	

GRAM APPROVAL DATES
10/4/76

*Future ADT based on I-205 completed.
NOTE: Old FAP-41; Project No. 199

REMARKS

Additional Data: Item No. U-196; Project No. U-199(10)

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	Revised 11/18/76 11/5/76

FEDERAL-AID PROGRAM DATA

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
2		SR 213, NE Prescott St. (Portland), S 6.0 mi.		28,500	26,500*	96	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER	SEC
3	Traffic Signals								M-TQ M-	9713	(

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE (14) (16)
4	Urban System & Transition Quarter	Multnomah	051

NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36)	U.S. (37) (41)
Portland	U	9713	68	

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	
1													
5					PE								Uti pre
5					ROW								
5					CONST (CODE) Y031		"NE Prescott St.-SE Flavel St. (Portland) Section" TQM	0.0	260,610	223,600			ROW Acc Par Com
							M	0.0	179,390	153,900	31,250	31,250 (City)	

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL (16) (23)	FEDERAL (24) (33)	STATE	OTHER
1	1	JLG		0.0	440,000	377,500	31,250	31,250 (City)
1	14	PROGRAM APPROVAL DATES 10/4/76	REMARKS					

*Future ADT based on I-205 completed.
NOTE: Old FAP-41; Project No. 199

Additional Data: Item No. U-
No. U-199(

N.E. PRESCOTT ST.-S.E. FLAVEL ST. (PORTLAND) SECTION

PROJECT NO. M-TQM-9713(1)

Remarks - continued

PROJECT DATA:

The work consists of replacing the traffic control signals at thirteen intersections, modifing the controllers at ten intersections, installation of a traffic adjusted interconnected system with master controller and sampling stations and incidental work common to this type of project.

NOTE: Jointly financed utilizing Urban System & Transition Quarter funds of which the Transition Quarter funds are firm.

8515

PRO ~~6-2~~

November 5, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Project Data Submission
Item No. 71403
Project No. M-9713(1)
N.E. Prescott St.-S.E. Flavel St. (Portland) Sec.
Multnomah County

Attached is data for the subject project.

It is the Oregon State Highway Division's intention to receive bids for this project on December 16, 1976.

JLG:dpy

Attachments

cc: E. L. Hardt (Region 1)
D. E. Swan

NO.

FORM PR-1
(REV. 4-61)

11/5/76

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 213, NE Prescott St. (Portland), S 6.0 mi.	ADT	28,500	26,500*	96	10	Oregon	41	W36	71403

ROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
c Signals								M-	9713	(1)		

PROJECT NUMBER — T. Projects Only

AL FUNDS: Urban System

AREA: Portland

COUNTY NAME: Multnomah — CODE: 051

ROUTE NO.: U — FEDERAL-AID: 9713 — STATE: 68 — U.S.:

PROGRAM STAGE: ☐ 1 OR ☐ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								Util. adj. req. incl. prep. work.
	CONST (CODE) Y031		"NE Prescott St.-SE Flavel St. (Portland) Section"	0.0	440,000	377,500	31,250	31,250 (City)	ROW-80' normal; Access Control-None; Parking Restrictions-Complete.
	PROJECT TOTALS			0.0	440,000	377,500	31,250	31,250 (City)	

ARED BY: JLG

GRAM APPROVAL DATES: 10/4/76

*Future ADT based on I-205 completed.
NOTE: Old FAP-41; Project No. 199

REMARKS

Additional Data: Item No. U-196; Project No. U-199(10)

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

MONTHLY TRANSACTION NO.	
DATE SUBMITTED TO W. O.	11/5/76

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 68 SR 213, NE Prescott St. (Portland), S 6.0 mi.	ADT	PRESENT 28,500	FUTURE (66) (70) 26,500*	YEAR (71) (72) 96	REGION 10	STATE NAME Oregon	STA COD (8) 4

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Traffic Signals	NATL. FOREST (63) (65)	PH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	ENERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER — PREFIX LETTER(S) 14 M-	NUMBER 23 7 9713	SEQ. (1

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Multnomah			CODE (12) (16) 051		
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U	FEDERAL-AID (32) 9713	STATE (36) 68	U.S. (37) (41)		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES — TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE								
5					ROW								Util prep
5					CONST (CODE) Y031		"NE Prescott St.-SE Flavel St. (Portland) Section"	0.0	440,000	377,500	31,250	31,250 (City)	ROW- Acces Park Comp

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.0	440,000	377,500	31,250	31,250 (City)
1	14	PROGRAM APPROVAL DATES 10/4/76			(16) (23)	(24) (33)	REMARKS	

*Future ADT based on I-205 completed.
NOTE: Old FAP-41; Project No. 199

Additional Data: Item No. U-1
No. U-199(10)

N.E. PRESCOTT ST.-S.E. FLAVEL ST. (PORTLAND) SECTION

PROJECT NO. M-9713(1)

Remarks - continued

PROJECT DATA:

The work consists of replacing the traffic control signals at thirteen intersections, modifing the controllers at ten intersections, installation of a traffic adjusted interconnected system with master controller and sampling stations and incidental work common to this type of project.

BEN GIFFORD

Section NE Prescott St - SE Flavel St (Portland) Programming Estimate $436 000

Highway Cascade N Project Length —

County Multnomah 11-4-76 Completion Time 280 Cal. days

Kind of Work Traffic Signals

Prefix 26-1942- FA Project No. M-9713(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 384,430.00

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
~~Adjust Utilities~~	
Furnish New Control Cable (E.W.)	1,500.00
Misc. Permit Fees	

$ 1,500.00 ~~0~~

$ 385,930.00

Contingencies (4-1/2%) 17,366.85

Engineering (9 %) 34,733.70

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction $ 438,030.55

APPROVED

Road Design Engineer

11-4-76
OK

RECEIVED
COUNTY & CITY SECTION
NOV 12 1976
☐ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

FAUS 9713

BEN GIFFORD

Section NE Prescott St - SE Flavel St (Portland) Programming Estimate $ ~~436 000~~

Highway Cascade N 11-4-76 Project Length —

County Multnomah Completion Time 280 Cal. days

Kind of Work Traffic Signals

Prefix 26-1942. FA Project No. M-9713 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 384,430.00

Anticipated Additional Items:

Royalty Payment
Building Permit Fees
Slide Correction
Railroad Protective Costs
Other Railroad Costs
Permanent Signing
Permanent Pavement Striping
Temporary Pavement Striping
Remove Pavement Striping (Exist. & Temp.)
Temporary Erosion Control
State Furnished
Install Water Meter
Furnish Water
Laboratory Fees
On the Job Trainees
State Responsibility for Damages
Signal Controller Testing
Bikeway Signs
Furnish Mail Box Posts
Adjust Utilities
Misc. Permit Fees

$ -0-

RECEIVED
COUNTY & CITY SECTION
NOV 4 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

	$ 384430.00
Contingencies (4-1/2%)	17,299.35
Engineering (9 %)	34,598.70
SUBTOTAL	$
Credit for	
Estimated Net Authorization, Construction	$ 436,328.05

APPROVED

Road Design Engineer

11-4-76
OK
(J)

EGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 1

Date 2 Nov. 76

Section NE Prescott - SE Flavel (Portland)

County Multnomah

Kind Of Work Traffic Signals

Length

Name Butler

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	10,000.00
2	Temporary Signs		Sq. Ft.	330	6.00	1,980.00
3	Flagmen		Hour	260	15.50	4,030.00
	TRAFFIC SIGNALS					
4	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	368,420.00
	TOTAL					384,430.00

8505

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 7, 1976

In reply refer to: 1041EC.1

SUBJECT: Project Assessments
(Listed Below)

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

Oregon Project RS-133(-)
Walluski River Bridge

Oregon Project I-405-8(-)303
W.Fremont Interchange Ramps and Connections

Oregon Project HH-9361(-)
Barbur Blvd. @ SW. 19th Ave.
Pacific Highway West

Oregon Project U-183(-)
Hillsboro-Beaverton Bus Turnouts, Tualatin

Oregon Project RS-304(4)
Richmond Jct.-Melvina Cr.
Service Cr.-Mitchell Hwy.

Oregon Project M-9713(-)
Prescott-Flavel (Portland) 82nd Avenue
Cascade Hwy.

Oregon Project HHS-9(-)
Pacific Hwy West @ Erving Rd.

Oregon Project M-0315(1)
10th St. @ Main St., Oregon City

Oregon Project HHS-0670(1)
SE. Division @ SE 112th Ave.

Oregon Project HHS-132(14)
Pacific Highway East @ 10th St. Oregon City.

RECEIVED
STATE HWY ENGR
OCT 11 '76
REFER TO
[illegible]
FOR

The above listed project assessments submitted with Mr. Rulien's August 23 letter have been reviewed. We concur with your finding that the proposed projects constitute non-major actions.

The proposed standards, design, and other specific details contained in the assessments will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

8525

September 24, 1976

G. L. Green, Division Administrator
Federal Highway Administration

L. W. Rulien
Program Management Engineer

FY 1977 Annual Program

We propose adding the following project to Part 2 of the subject program:

Area: C
Item No.: 71537
Project No.: HHS-0640(3)
F.A. Route No.: FAP 24
Section: Powell Blvd. at 82nd Ave. (Portland)
Highway: City Street
Begin M.P.: N/A
Length: N/A
County: Multnomah
City: Portland
Work: Traffic Signals & Channelization
Estimated Cost: $65,000
F.A. Cost: $58,500

(1) P.E. authorized January 20, 1975.

JLG:md

cc: B. L. Gifford

8505

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 19, 1976

Salem, Oregon 97310

FILE:

G. Lamjoue for

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Project Assessments

TO: L.W. Rulien
Project Management

NOTED
E. S. HUNTER

The following projects have been assessed and evaluated for their potential impact on the quality of the human environment:

Richmond Jct.-Melvina Cr., Service Cr.-Mitchell Hwy., Wheeler County--The proposal is to provide a new asphaltic concrete overlay and cement treated subgrade for an existing substandard highway section. In addition, the existing guardrail is to be raised to standard height.

Prescott-Flavel (Portland) 82nd Avenue, Cascade Highway, Multnomah County--The proposal is to provide the replacement of traffic signals at 13 intersections along 82nd Avenue in E. Portland. Existing signals and supporting apparatus would be removed and new signals (with different phasing) installed. This proposal is expected to provide a smoother flow of traffic along this section of highway.

It has been determined that no new right-of-way will be required, and that these projects are of a type for which the Statewide Assessment for Safety Projects is applicable. The statewide assessment classifies these projects as non-major.

GAP:GR:ds

cc: E.S. Hunter ✓
R.N. Bothman
Geoff Kaiser
Carl Williams
David Fenton

Noted
GTK

RECEIVED
STATE HWY ENGR
AUG 20 '76
REFER TO

FOR

Info	Inves.	R/D	D/R	Sign	Act.	File

FAUS
Portland

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

September 9, 1975

Mr. Dick Unrein, Urban Engineer
Project Management Section
City - County Unit
Highway Building
Salem, Oregon 97310

Dear Dick:

We are sending you copies of pavement marking cards which best define lane widths, curb to curb dimensions, and other data that may be useful to you.

It was my understanding that this information is needed for cross streets only. I mention this because S. E. 82nd Avenue, south of Woodstock, was recently re-channelized to provide a continuous left turn lane, Our cards do not, as yet, show this change.

Sincerely,

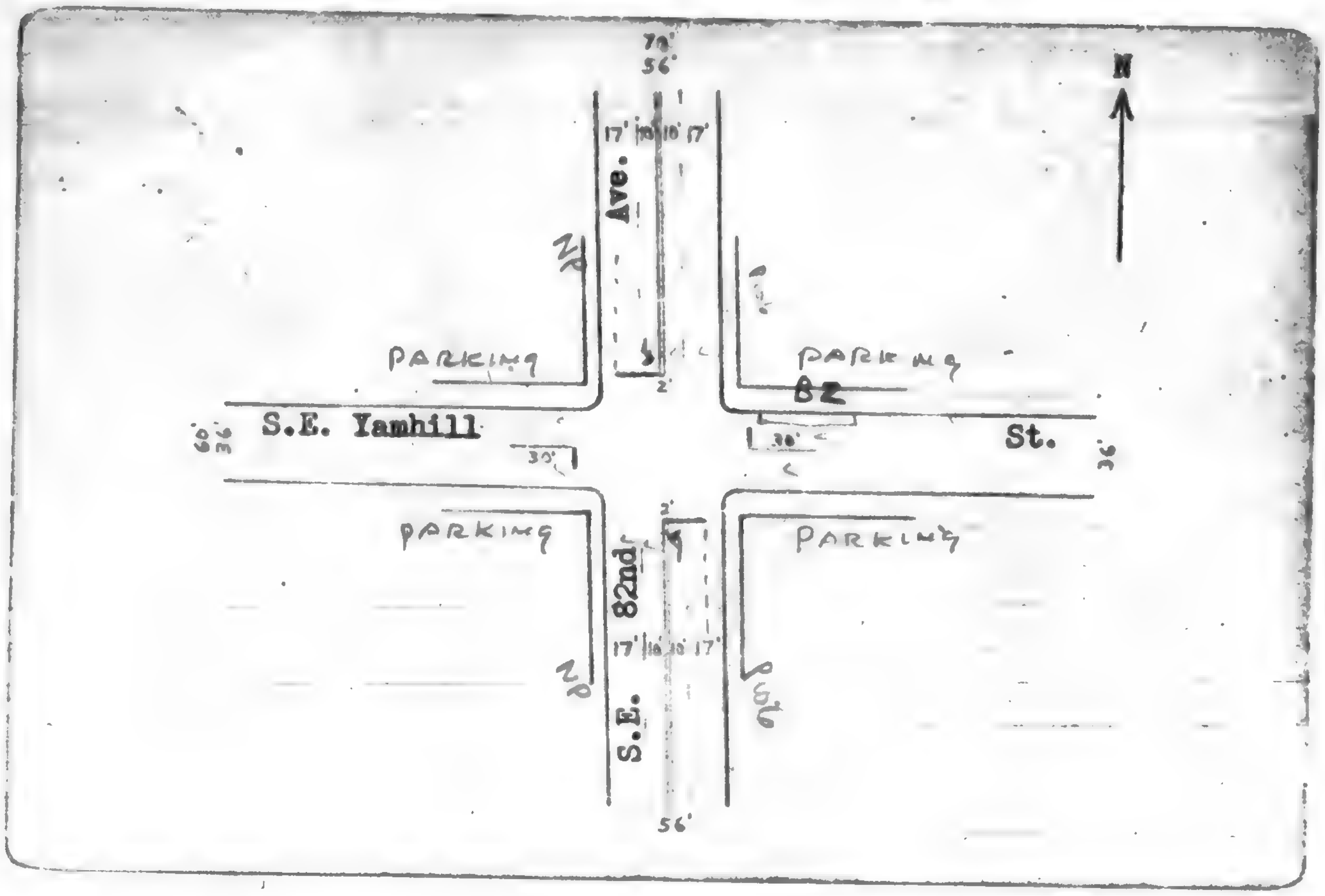
M. J. Martini
Senior Traffic Engineer

Encl: Pavement Marking Cards

MJM:jjp

Unrein
H

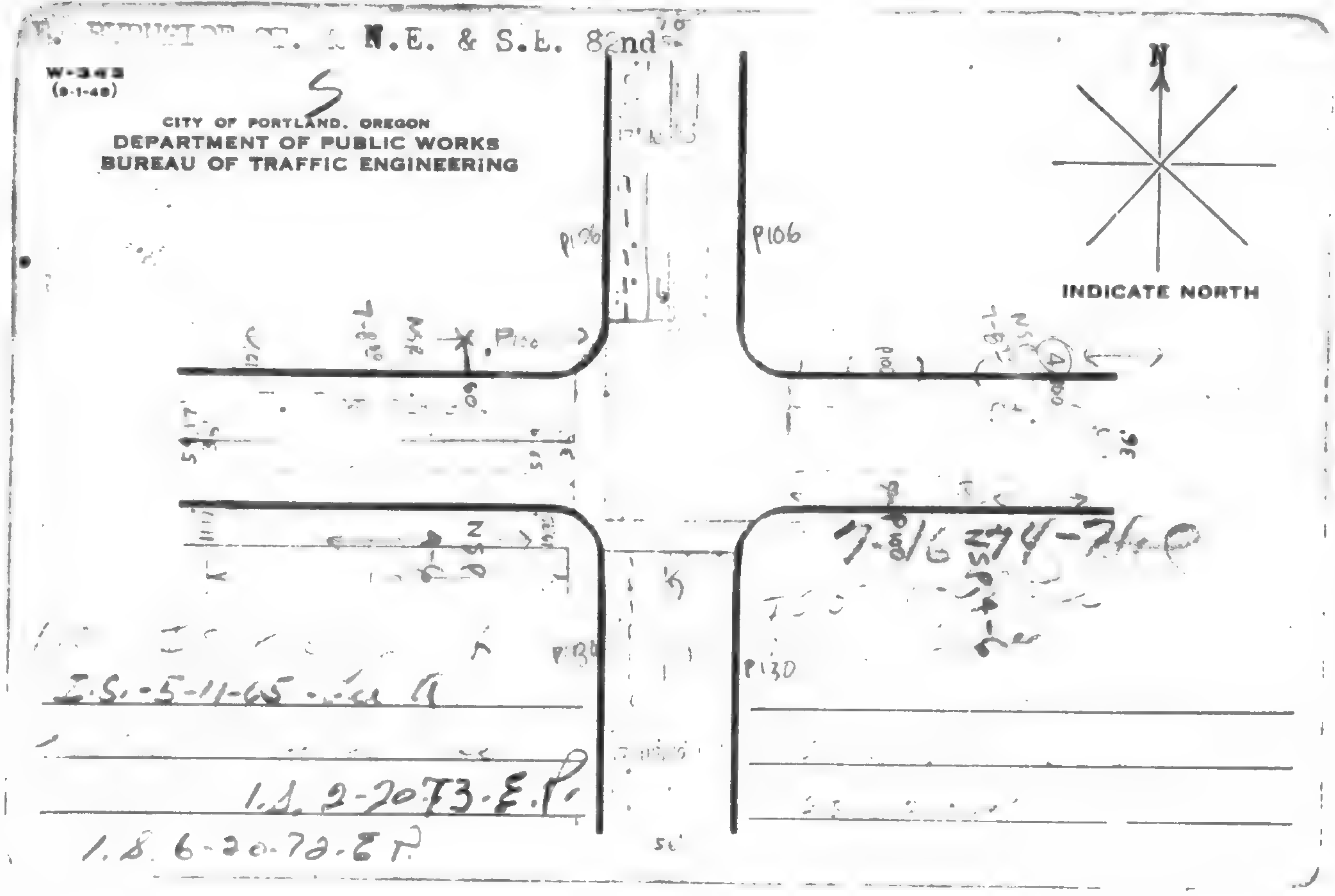
RECEIVED
COUNTY & CITY SECTION
[illegible] 11 1975
☐ ENGR. ☐ COOR. ☐ SE ☐ AE [illegible] UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐



E. Burnside St. & N.E. & S.E. 82nd

W-343
(9-1-48)

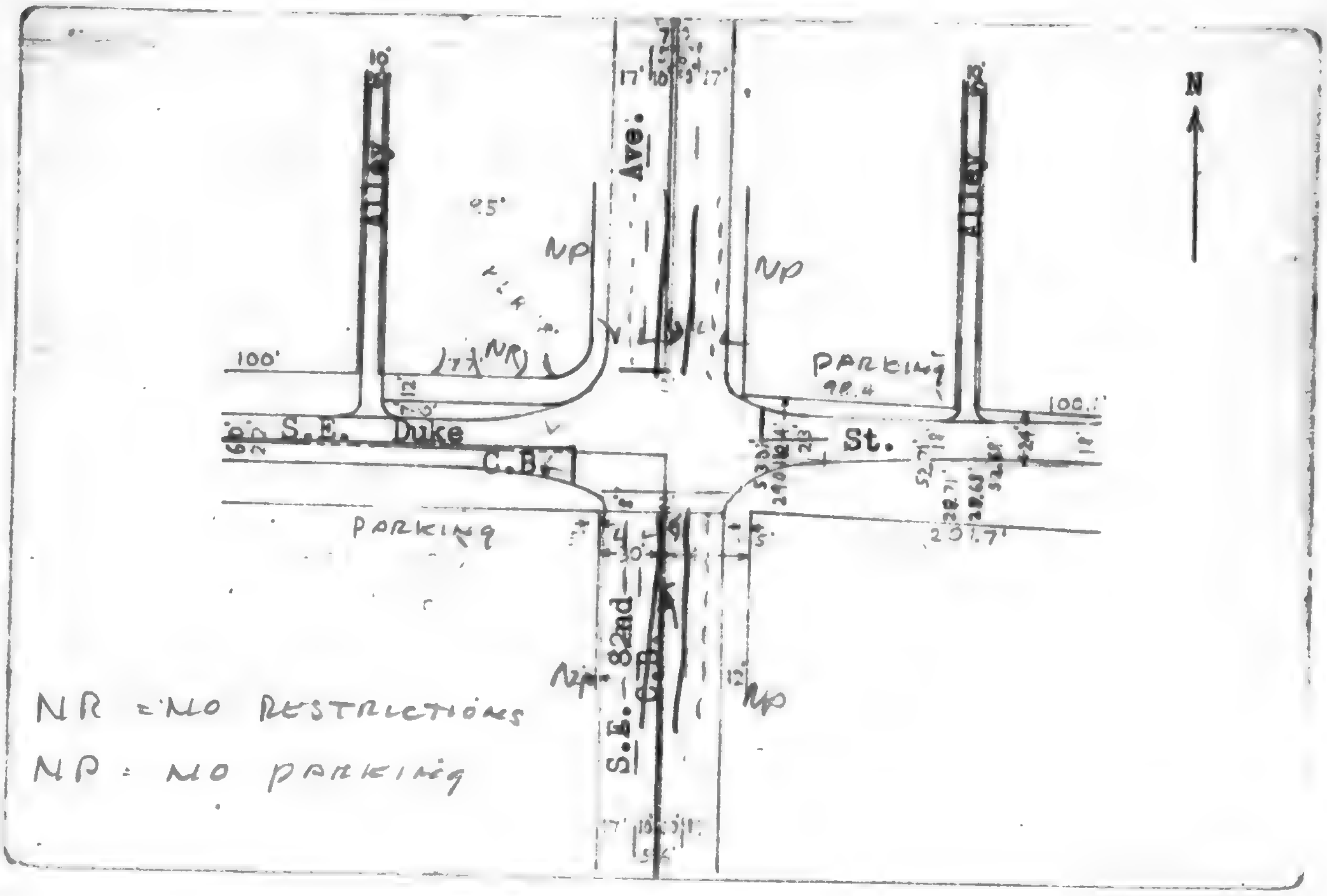
CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC ENGINEERING



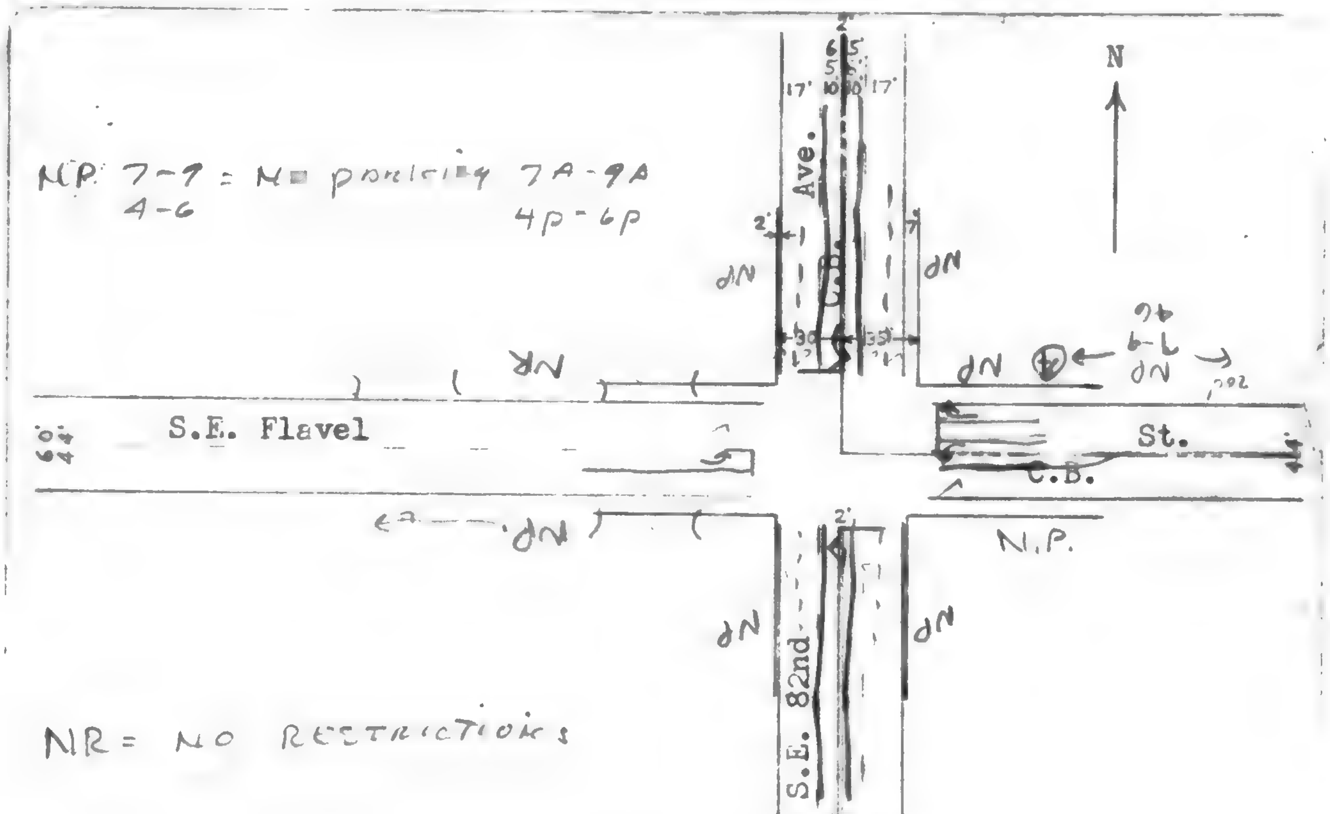
I.S. 5-11-65

I.S. 2-20-73 E.P.

1.S. 6-20-72 E.P.

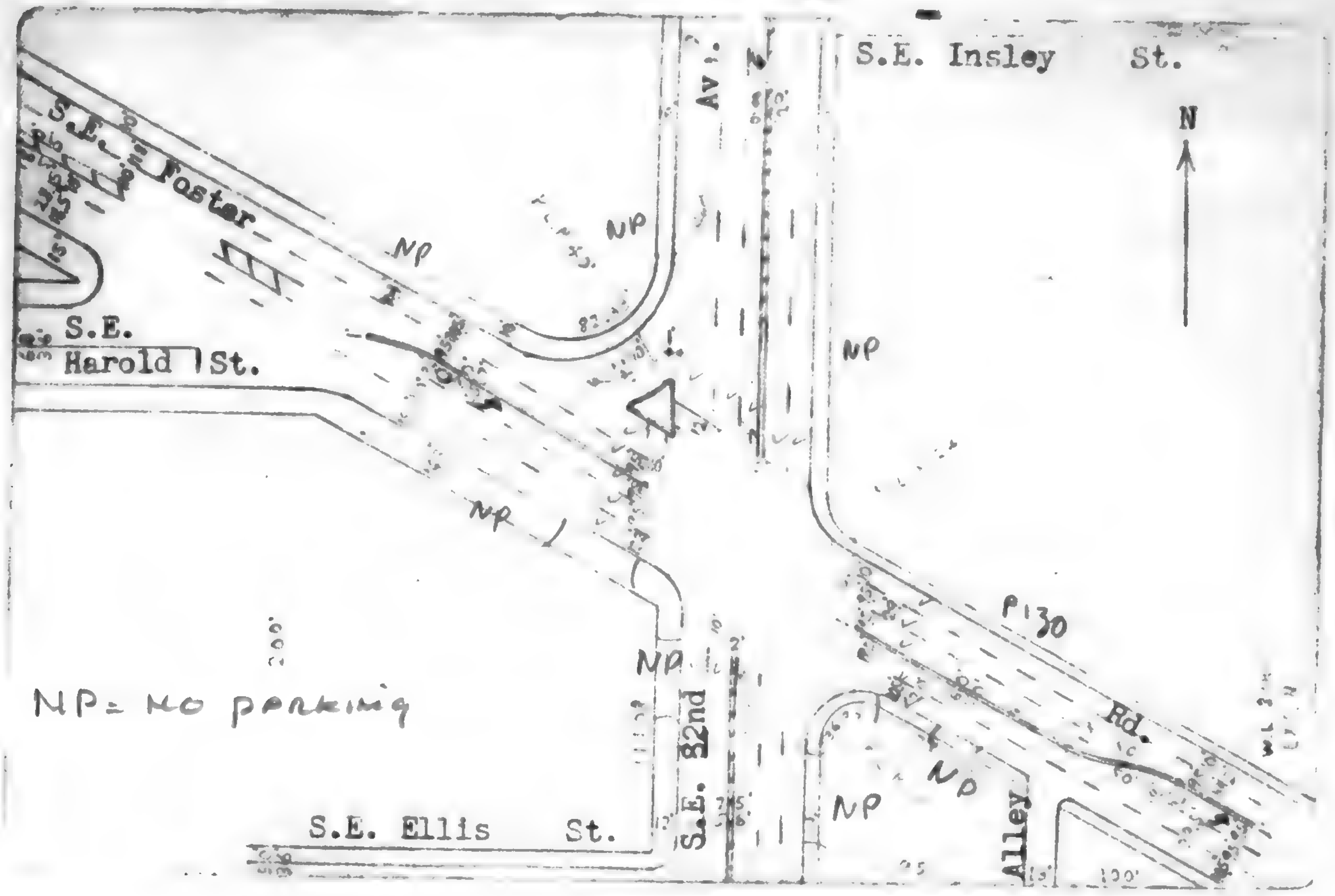


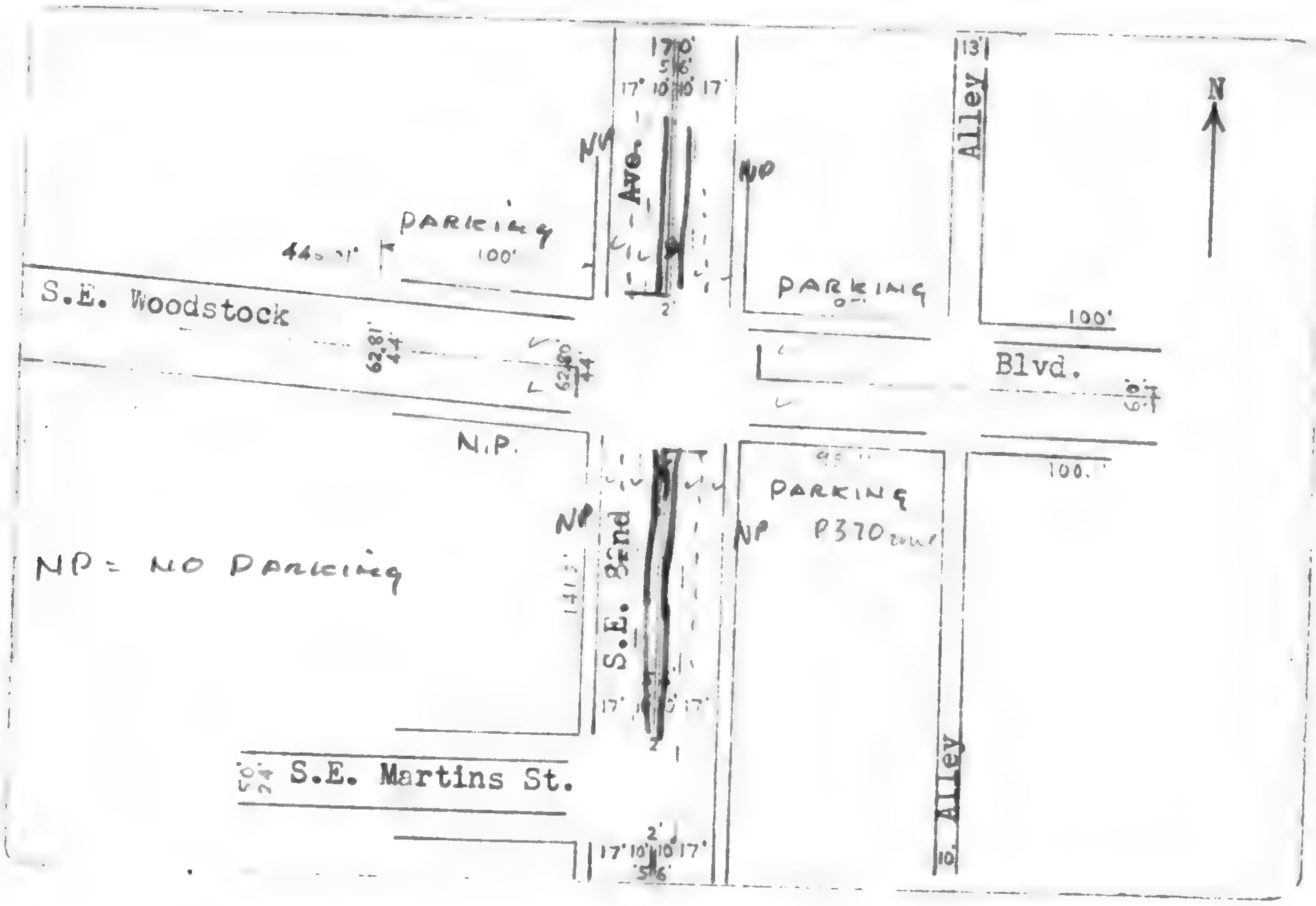
NR = NO RESTRICTIONS
NP = NO PARKING

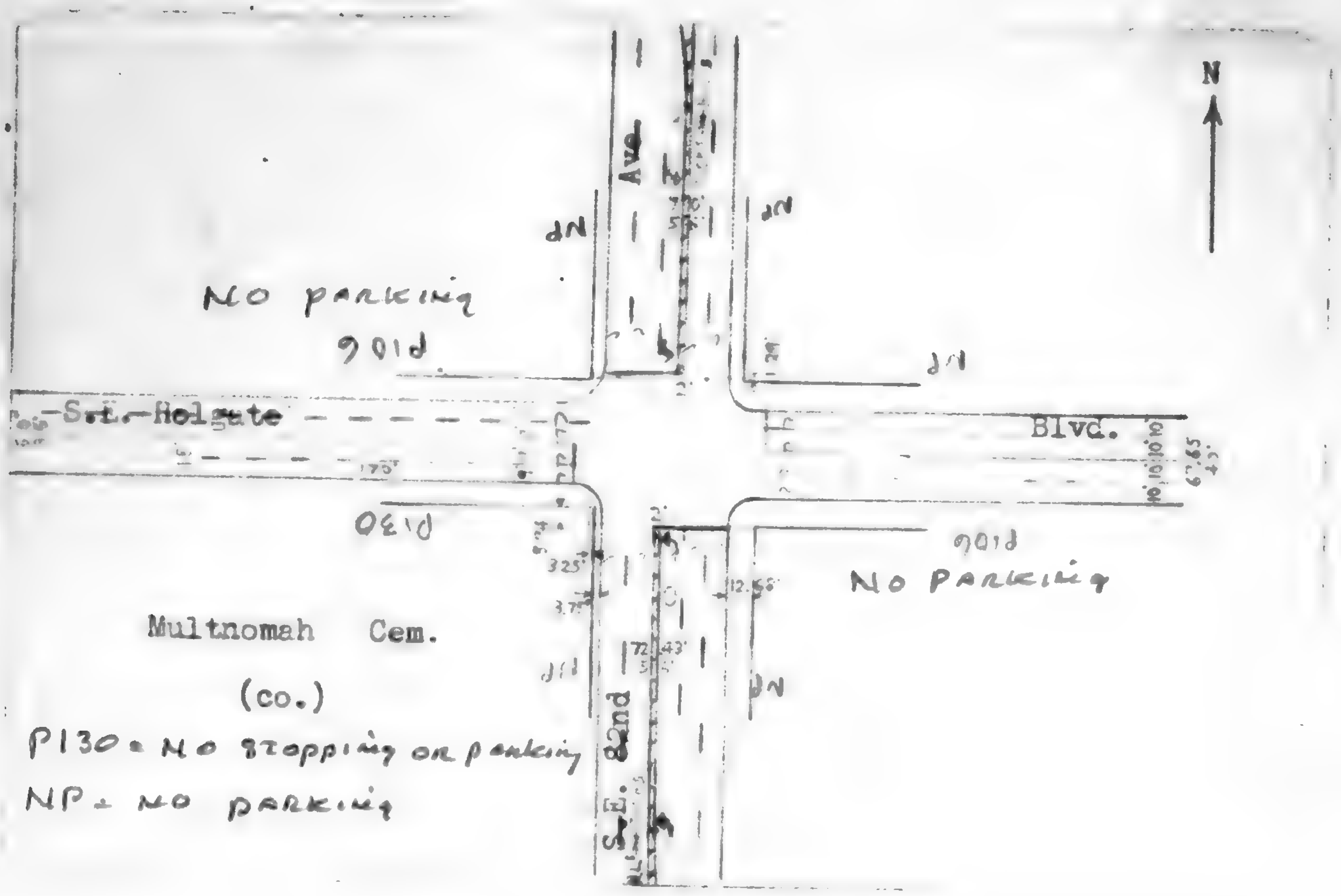


NP 7-9 = No parking 7A-9A
4-6 4P-6P

NR = NO RESTRICTIONS

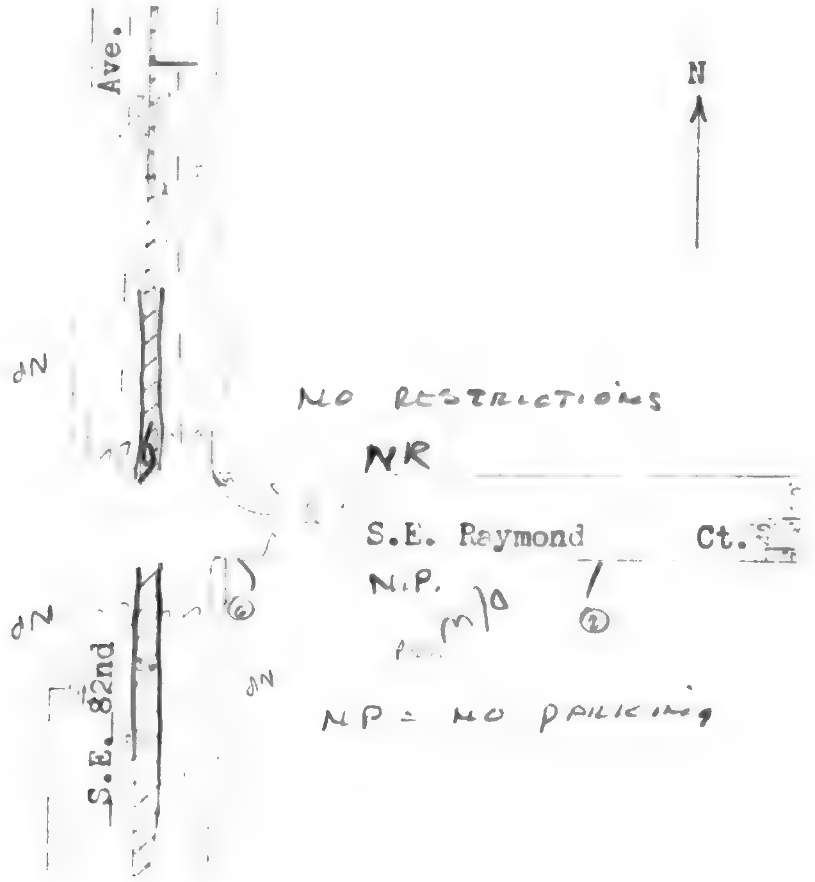

S.E. Insley St.
N
S.E. Foster
S.E. Harold St.
Av.
NP
NP
NP
NP
P130
Rd.
NP
NP
NP
200'
NP= NO PARKING
S.E. 82nd
S.E. Ellis St.
Alley
100'


Alley
N
Ave.
NP
NP
PARKING
100'
PARKING
S.E. Woodstock
Blvd.
100'
N.P.
100'
PARKING
NP
NP
P370
NP= NO PARKING
S.E. 82nd
S.E. Martins St.
Alley



P130 = NO STOPPING OR PARKING

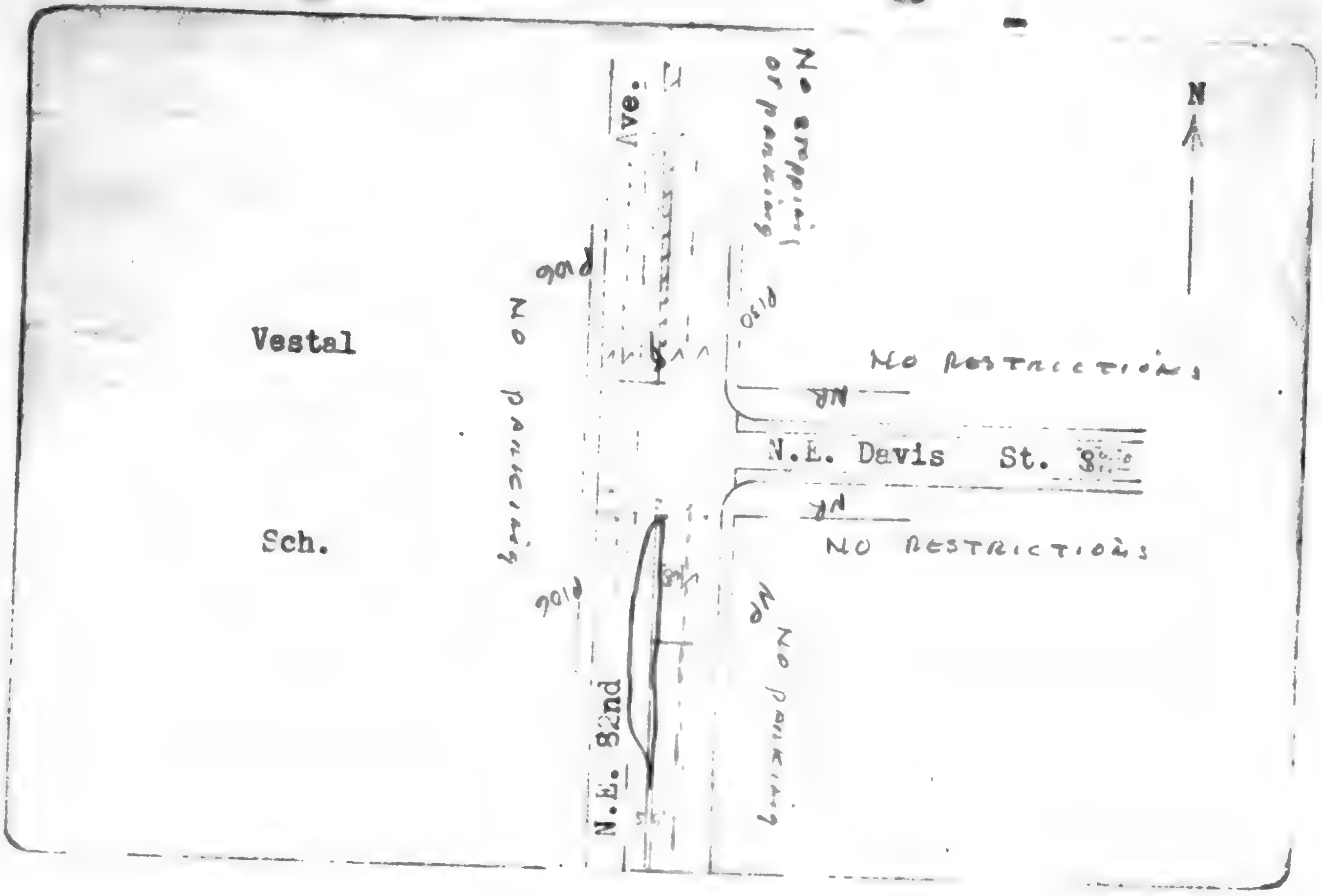
NP = NO PARKING

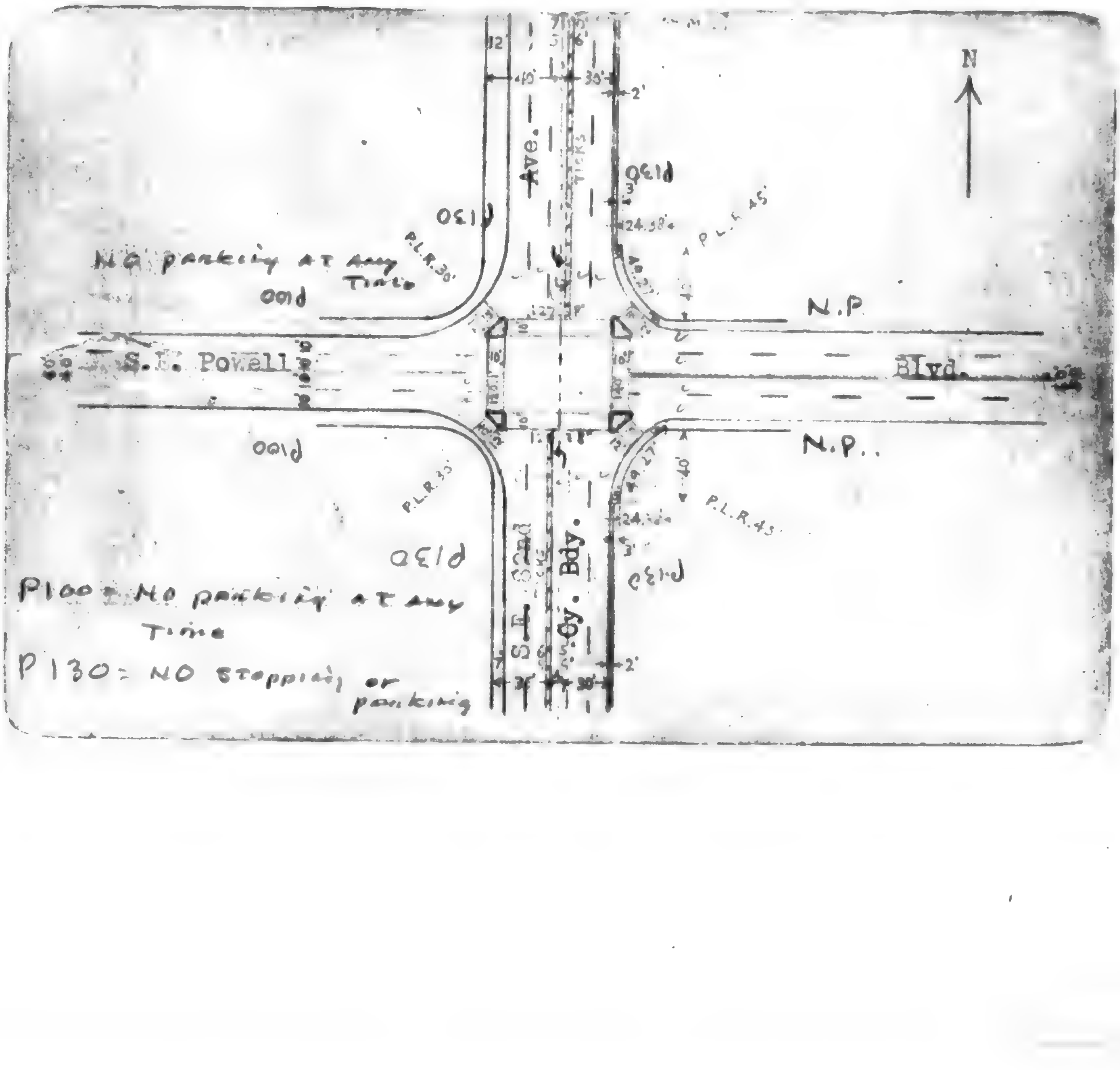


NO RESTRICTIONS

NR

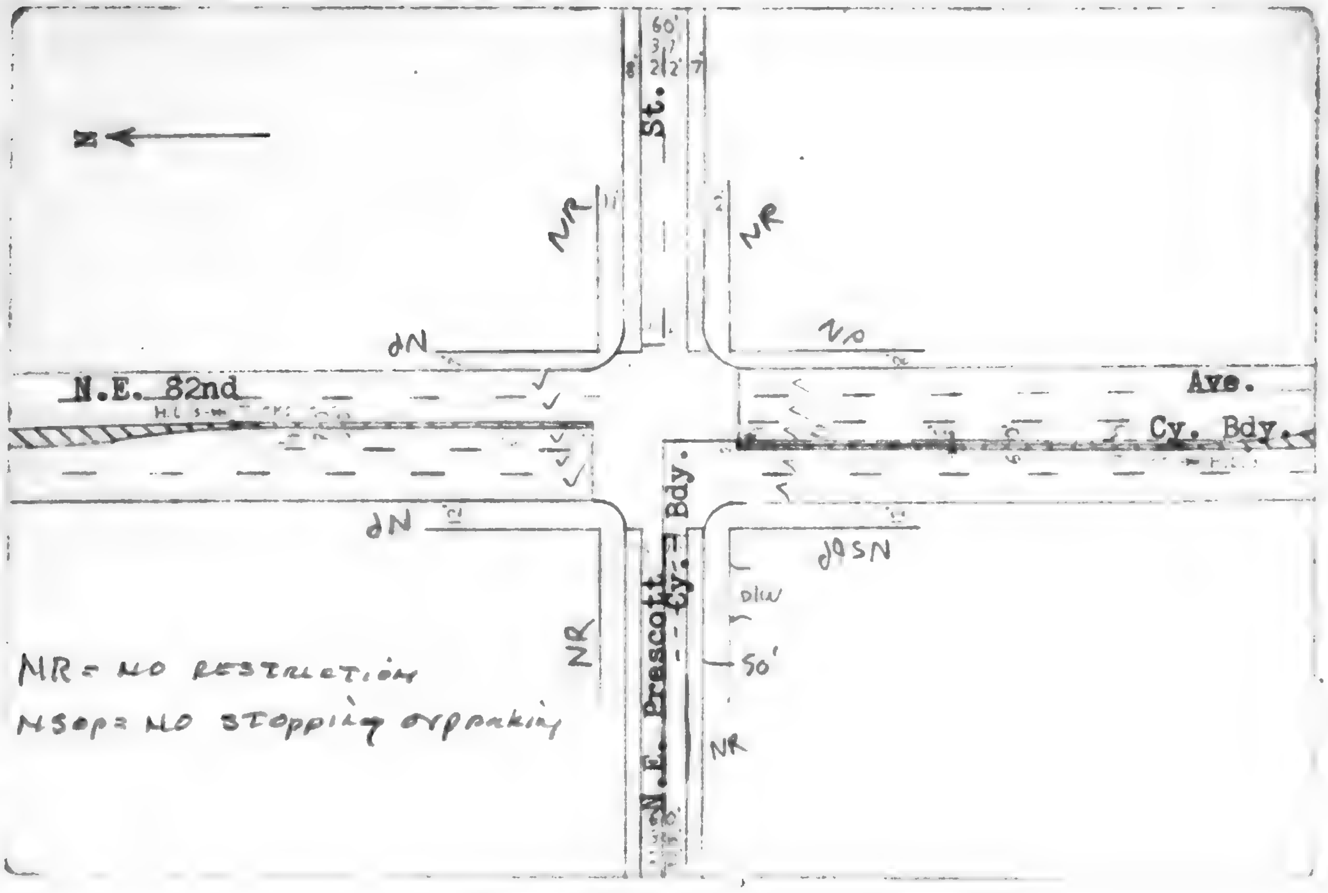
NP = NO PARKING



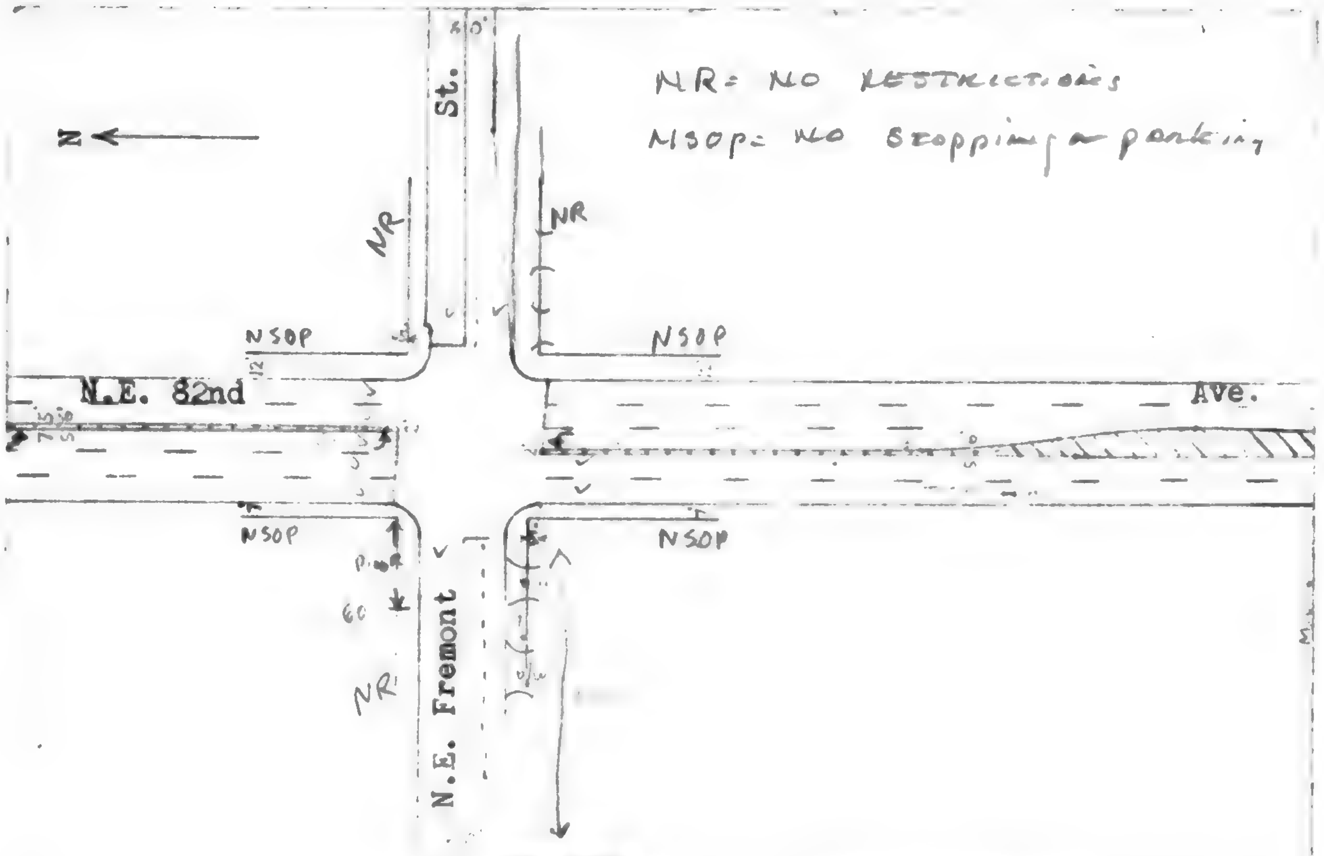


P100 = No parking at any Time

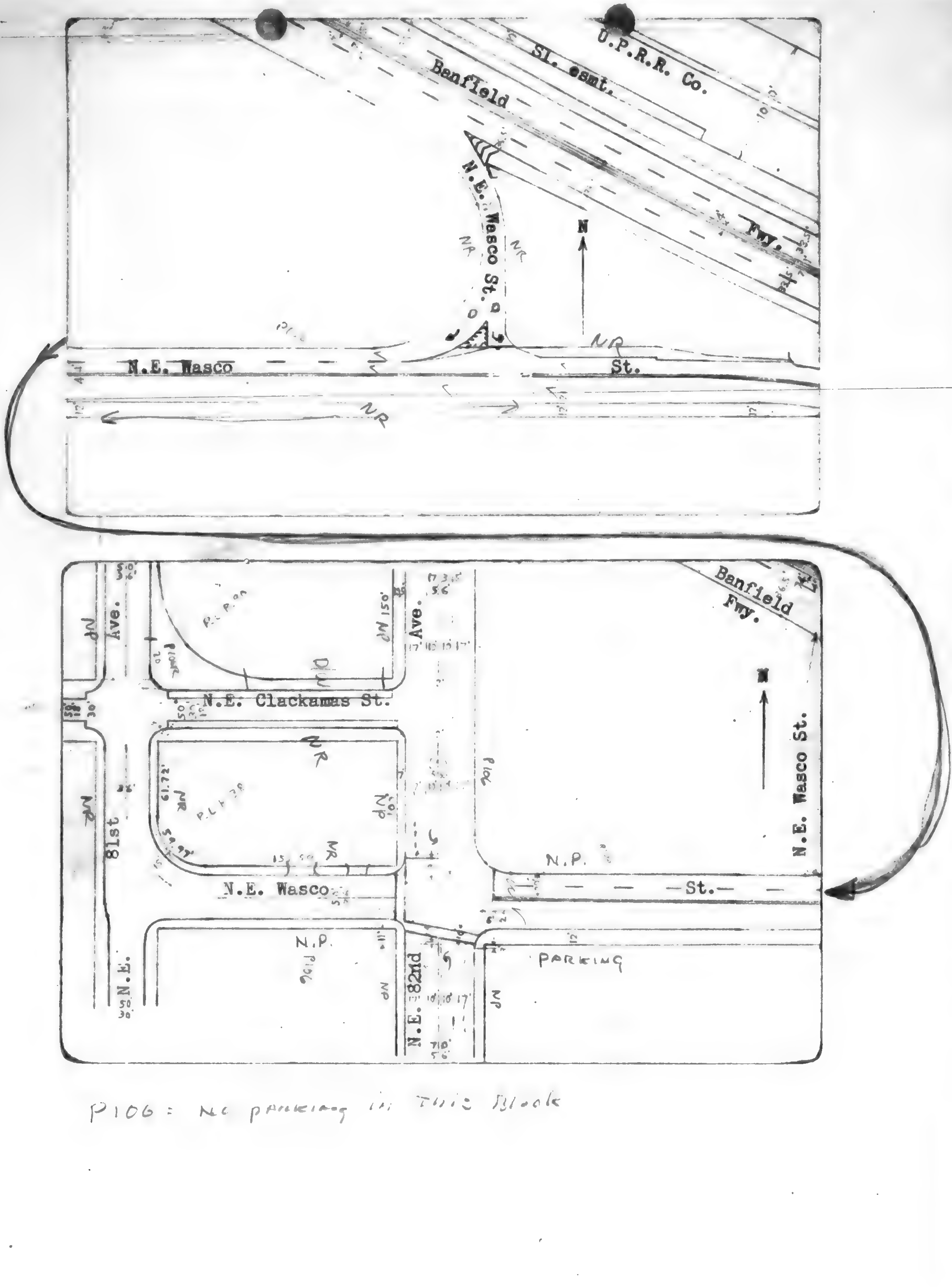
P130 = NO stopping or parking



NR= NO RESTRICTION
NSOP= NO STOPPING or PARKING



NR= NO RESTRICTIONS
NSOP= NO STOPPING or PARKING



P106 = No parking in This Block

August 14, 1975

City of Portland
City Hall
Portland, OR 97204

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. [illegible]-113

Gentlemen:

Attached for your records are two fully executed copies of an urban extension project agreement covering the North City Limits-South City Limits (Portland) Section of the Cascade Highway North (82nd Avenue) in the City of Portland.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

FAUE

THE CITY OF
PORTLAND
OREGON

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

August 4, 1975

Mr. Fred Klaboe, Administrator and
State Highway Engineer
Oregon State Highway Division
Department of Transportation
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Please find enclosed herewith quadruplicate copies of contract in connection with the modernization of 13 traffic control signal installations on 82nd Avenue between S. E. Flavel and N. E. Prescott as authorized by Ordinance No. 140173.

Will you kindly have the proper persons sign all four copies of the agreement which have already been executed by the City of Portland officials, and return two copies to the Auditor of the City of Portland. If you need more than two copies for your files, would you please make photos as we require two copies.

Thank you for your prompt attention to this matter.

Yours very truly,

George Yerkovich
Auditor of the City of Portland

RECEIVED
STATE HWY ENGR
AUG 6 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

MS:dlh
Encls.

RECEIVED
COUNTY & CITY SECTION
AUG 6 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FAU
Portland

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310

FILE:

July 23, 1975

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Project
Powell Blvd. @ 82nd Ave.
Portland

TO: R. N. Bothman
Asst. State Highway Engineer

We have received the field survey data for the proposed signal and widening work at the subject location. The original proposal was to do this work under the high hazard section of the Highway Safety Act. However, the high cost of this project has placed this work beyond the scope and capabilities of such funding. We will therefore keep the survey data on file until some alternate funding can be obtained. It would be highly desirable to do the entire project including both the signal work and the wider lanes since the difference in cost is very small compared to the large difference in the benefits. If no alternate funding is available in the foreseeable future consideration should be given to upgrading the signal as part of the Prescott to Flavel section project being funded under the FAU program.

GE:rj
cc: E. S. Hunter
R. L. Schroeder
~~L.~~ W. Rulien - Please remove this from the schedule at this time.
Jon Rose

RECEIVED
COUNTY & CITY SECTION
JUL 28 1975
☑ ENGR. ☐ COOR. ☑ UE ☐ AE ■ UE
☑ BPE ☒ CE ☐ RE ☑ RPE ☐

SECTION
ACTION INFO
JUL 25 1975

R 7-25-75

Portland
Safety
Hwy No 68 @ Hwy 26

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
July 23, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Project Assessment
Hwy 68
82nd Avenue & Powell Blvd.
Intersection Improvement
Cascade Hwy. & Mt. Hood Hwy.
Hwy 26
Multnomah County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 1 : E. L. Hardt
District 2b : J. D. McClure
METRO: R. N. Bothman

RECEIVED
STATE HWY ENGR
JUL 23 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

PROJECT MANAGEMENT SECTION

	ACTION	INFO
ROUTING		
ENGINEER		
[illegible]		
PROJ. ENGR.		
COUNTY CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
SCHEDULE		
REMARKS:		

JUL 25 1975

APPROVED
ESH
E. S. Hunter
Date 7-24-75

RECEIVED
COUNTY & CITY SECTION
JUL 30 1975
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 16, 1975

In reply refer to: 1041DA.6

SUBJECT: Oregon HHS-0640(-)
82nd Avenue & Powell Boulevard
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The project assessment submitted with Mr. Rulien's July 11, 1975 letter has been reviewed. Because of the possible impacts of right of way purchase, and the possibility of relocation of a business, it may become prudent to conduct a public hearing. Such a possibility should be kept in mind during the preliminary engineering and design stage.

I agree with the "non-major" classification and type of environmental documentation proposed. It is noted that the signals for this intersection have been included as one of the 13 installations covered under Project U-199(-), 82nd Avenue Traffic Signal Revisions, with Urban funds. I assume that there is full coordination between projects.

Urban Extr
Agree
8-12-75

William H. Kappus
for G. L. Green

cc:
OSHD (G Potter)
OSHD (C Laux)

7-22-75

L. W. Rulien - Please handle

JUL 22 1975

RECEIVED
STATE HWY ENG
JUL 22 '75
REFER TO
FOR
Info Inves R/D C/R Sign Att

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date July 9, 1975

A. PROJECT IDENTIFICATION HHS-0640(-)

Name of Project 82nd Ave. & Powell Blvd. Intersection Improvement
(Section)

Location of Project - Cascade Hwy. (82nd Ave.) ORE - No. 68
Mt. Hood Hwy. (Powell Blvd.) ORE - No. 26
(Highway Name) (Highway No., US - ORE)

Portland	Multnomah	Metro
(City)	(County)	(Region)

Program	Title II Safety Program	$255,000	26-1915
	(Funding)	(Estimated Cost)	(Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve left turn movements onto 82nd Ave. from Powell Blvd. The objective is to eliminate existing design characteristics which have been a major causal factor in the high rate of accidents occurring at this intersection.

Origin and History: 82nd Ave. and Powell Blvd. are both a part of the state highway system and are FAS and FAP highways respectively. The project was initiated by OSHD in communication with the City of Portland. The action was based on a need demonstrated by the fact that the subject intersection has been ranked as the number one hazard location in the city for the past two years.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length All improvements will occur along a 1,000' section of Powell Blvd.

Termini Approximately 500' east and west on Powell Blvd. from the intersection center.

Alignment (new or existing) Existing

CATEGORY
3 PROJECT
NON-MAJOR

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) 4,371 sq.ft. to be acquired along the west project portion of Powell Blvd.

Typical Section Four 12' travel lanes, one 12' left turn lane, and two 6' sidewalk/cu strips are proposed for the western project portion of Powell Blvd. Four 10' travel lanes, one 10' left turn lane and two 5' sidewalk/curb strips are proposed for the eastern portion.

Bikeway None proposed

Structures None proposed

Additional Facilities An 8 phase signal, allowing unobstructed left turns for vehicles on Powell Blvd. is proposed.

Access Control N/A

Materials From local commercial sources

Borrow and Waste Disposal Insignificant amounts are expected

Special Construction Methods None anticipated

Characteristics (ADT) 1973 ADT Powell Blvd. 0.01 mile east of 82nd Ave. - 12,900, 0.01 mile west of 82nd Ave. - 13,500. 1973 ADT 82nd Ave. 0.01 mile south of Powell Blvd. - 32,100, 0.01 mile north of Powell Blvd. - 32,400. A twenty-four hour vehicular volume count is included as Addendum No. 1.

Other General Information (or Supplemental information to items) Current plans for the development of I-205 indicate increased traffic volumes on Powell Blvd. west of the proposed freeway. In addition to providing an interchange at Powell, design efforts are being directed toward diverting traffic from S.E. Division St. to Powell, west of I-205, for the purpose of reducing private vehicle interference with increased public transit operation.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

A) No build - existing accident trend would continue.

B) Develop project as stated, but take 7' of Right-of-Way on the south side only, resulting in a typical section of five 11' lanes and two 6' sidewalks for the western project portion of Powell Blvd. Disadvantages would be in the reduced lane widths and the misalignment that would occur in relation to the eastern portion of Powell. The principle advantage would be in avoiding a building on the north side of Powell Blvd. (coin shop) which would otherwise need to be modified or relocated to meet the Right-of-Way requirements stated on page 5 of this assessment.

C) Develop project as stated, but take no Right-of-Way. This would result in a typical section of five 10' lanes and two 5' sidewalks for the western project

(continued on page 3A)

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) None

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type _____ Tentative Date(s) _____

A-95 Review: ☒ Not Required ☐ Required

Date Submitted _____ Date Received _____

Expected Coordination with Local, State and Federal Agencies

Ongoing coordination between the City of Portland and OSHD.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation _____

D. LOCATION AND/OR DESIGN ALTERNATIVES, cont.

portion of Powell Blvd. This is not acceptable to the City of Portland for reasons of pedestrian safety.

D. Develop project as stated in alternatives B or C, but without replacing the existing signal with an eight phase system, which would include left turn signalization for traffic on Powell. This alternative would not sufficiently alleviate the accident potential of this intersection. The predominant accident pattern 2 is a collision resulting from vehicles attempting to make a left turn onto 82nd Ave. being struck by oncoming through vehicles. Although left turn lanes by themselves would provide some degree of improvement by increasing visibility for vehicles concerned, it is not expected to adequately deal with the existing hazard.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization______________

☐ Reconnaissance______________

☐ Field Location______________

☐ Office Location______________

☐ Field Prel. Design______________

☐ Office Prel. Design______________

☐ Final Design______________

☐ Contract Plans______________

FHWA

Status Date

☐ Systems Planning______________

☐ Prel. Engineering______________

☐ Corridor Approval______________

☐ Design Approval______________

☐ Plans, Specifications and Estimates Approval______________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

Topography of project area is flat with an approximate elevation of 235' above mean sea level. Predominant surface soil type is a silt loam which is a part of the Multnomah Association. Principle natural drainage is provided by Johnson Creek situated two miles to the south. Drainage facilities occur in the roadbed of both Powell Blvd. and 82nd Ave. Flora in the immediate area is limited to several isolated small trees, minor landscaping fronting several commercial establishments, a small amount of lawn area, and tall grass on existing vacant land. Extensive paving and development combined with heavy human activity precludes the existence of most types of fauna.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Zoning in the project are is predominantly light industrial along 82nd Ave. and commercial along Powell Blvd. Current adjacent land use consists of four restaurants, a service station, two below standard single family residences, a tavern, an apartment complex, a used car lot, and several small retail stores. A large vacant lot is situated 350' west of the intersection, abutting Powell Blvd. Aesthetically, the area is not scenically positive. Heavy traffic along 82nd Ave. and Powell Blvd. contribute typically high levels of noise and air pollution for receptors immediately adjacent to the intersection. Several utility poles, four traffic signal poles and one Tri-Met bus patron shelter, will need to be set back along Powell Blvd.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: A maximum 6' wide strip of Right-of-Way will be required on both sides of Powell Blvd. west of 82nd Ave., and will extend approximately 500' west from the center of the intersection.

   Consequences: Modification of one building (a coin shop) will be required to remove a 6' deep portion of the building front from the needed Right-of-Way. A small part of one landscaped area will be encroached upon.

2. Estimated Changes in Traffic Patterns: Vehicles making a left turn onto 82nd Ave. from Powell Blvd. will use left turn lanes and await left turn signal.

   Consequences:
   1) Through traffic on Powell Blvd. will not be obstructed by vehicles turning left.
   2) Potential for accidents relating to left turn movements from Powell Blvd. will be significantly reduced.
   3) Capacity of the intersection will be increased as left turn vehicles will not be a deterrent to through traffic flow.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use: None anticipated

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:
   1) A small amount of landscaping will be removed on the north side of Powell Blvd. where additional Right-of-Way is needed.
   2) Traffic will be moved 10' closer to receptors on both sides of Powell Blvd. west of the intersection.

   Consequences:
   1) A slight negative impact may occur on the appearance of the property affected by landscaping removal.
      but not significantly,
   2) Noise and air pollution potential will increase^for the commercial and residential establishments abutting this portion of the project.
   3) Partial obstruction of Powell Blvd. may occur for short periods during construction.

6. Preliminary Identification of Areas of Critical Environmental Concern: None

7. Potential for Controversial Issues:

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans   Efficiency of traffic flow on Powell Blvd. will be enhanced, however, emission sources will be moved 10' closer to a few receptors on the western project portion of Powell.

   b. Noise Standards   The noise source will be moved closer to a few existing receptors on the subject portion of Powell Blvd. west of 82nd Ave. Future enforcement of Title 18 "Portland Noise Ordinance" may assist in reducing the noise impact levels.

   c. Water Quality Standards   No change from current condition.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer	XXX		
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF ACTION

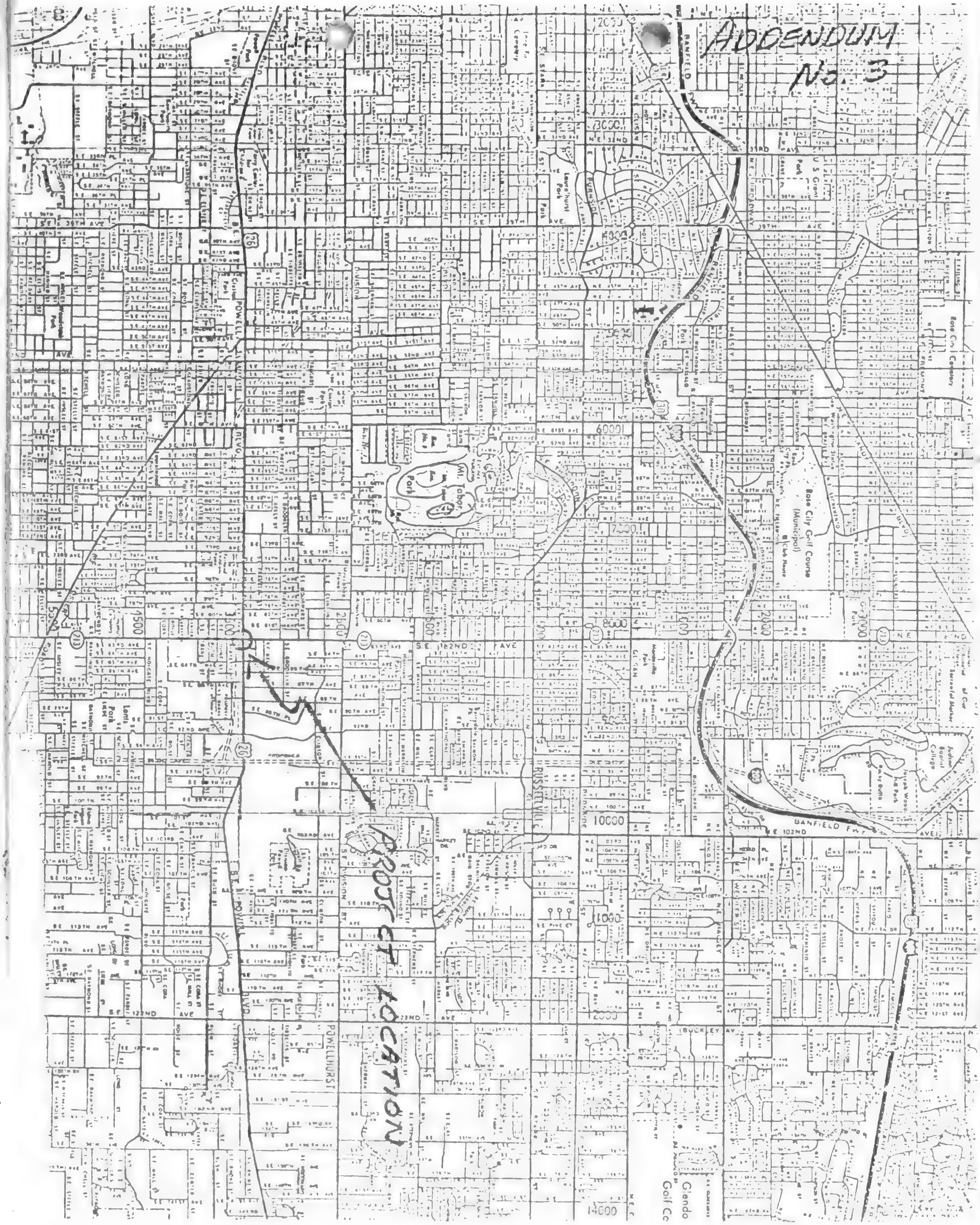
☐ Major Action
  ☐ Significant ☐ Non-Significant
☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ____________________

ADDENDUM No. 3



FAUE
Portland

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
July 18, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Traffic Signal Revision-82nd Ave.
NE & SE 82nd Avenue
Multnomah County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 1: E. L. Hardt
District 2b : J. D. McClure
METRO: R. N. Bothman

APPROVED
EH
E. S. Hunter
Date 7-23-75

RECEIVED
STATE HWY ENGR
JUL 21 '75
REFER TO
FOR

PROJECT MANAGEMENT SECTION ROUTING	ACTION	INFO
P. M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
FARE CONTROL		
& SCHEDULE		

JUL 24 1975

RECEIVED
COUNTY & CITY SECTION
JUL 30 1975
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☒ CE ☒ RE ☐ RPE ☐

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 16, 1975

In reply refer to: 1041DA.6

SUBJECT: Oregon U-199(-)
N.E. & S.E. 82nd Ave.
Signal Revisions
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The project assessment submitted by Mr. Rulien's letter of July 11, 1975 has been reviewed. I concur in the non-major classification and type of environmental document proposed.

William H. Kappus
for G. L. Green

cc:
OSHD (G Potter)
OSHD (C Laux)

7-17-75

L. W. Rulien - Please handle.

RECEIVED
STATE HWY ENGR
JUL 17 '75
REFER TO
FOR

COUNTY-CITY
FEDERAL AID
INVENTORY-NEEDS
JUL 18 1975

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date July 8, 1975

A. PROJECT IDENTIFICATION

Name of Project Traffic Signal Revision - 82nd Avenue (Section) U-199(-)

Location of Project - N.E. & S.E. 82nd Ave. (Highway Name) Oregon 213 (Highway No., US - ORE)

Portland (City) Multnomah (County) METRO (Region)

Program FAUE (Funding) $189,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To modernize 13 traffic signals along N.E. and S.E. 82nd Avenue which are over 20 years old. This project would include interconnect cable between intersections and a cycle and offset selector computer.

Origin and History: This project was first considered in 1963 and has been carried on the city budget for the last two years.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 6.0 miles.

Termini N.E. Prescott to S.E. Flavel.

Alignment (new or existing) Existing.

CATEGORY 3 PROJECT

NON-MAJOR

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Right-of-way varies from 60 to 80 feet and will not change.

Typical Section Curb to curb widths vary from 56 feet to 60 feet and will not change.

Bikeway No bikeway is presently proposed on the approved City of Portland Bicycle Facilities Plan.

Structures

Additional Facilities Left turn lanes and signals will be added at some locations determined by preliminary engineering.

Access Control None.

Materials Electrical signal equipment primarily. Some channelization changes.

Borrow and Waste Disposal

Special Construction Methods

Characteristics (ADT) ADT ranges from 19,500 at Prescott to 31,600 at Division; ADT for section = 26,900.

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Do Nothing: This alternative would not help relieve any of the accidents or congestion problems which would continue to grow. Wait for I-205 Freeway: I-205, when completed, will provide some relief to 82nd Avenue traffic but at best it is several years away and the volumes on 82nd will still be heavy, calling for this project.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Public input has been in terms of complaints of congestion and accidents.

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type ____________ Tentative Date(s) ____________

A-95 Review: ☒ Not Required ☐ Required

Date Submitted ____________ Date Received ____________

Expected Coordination with Local, State and Federal Agencies Complete coordination of project will be maintained through state.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation None expected.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization ____________

☐ Reconnaissance ____________

☐ Field Location ____________

☐ Office Location ____________

☐ Field Prel. Design ____________

☐ Office Prel. Design ____________

☐ Final Design ____________

☐ Contract Plans ____________

FHWA

Status Date

☐ Systems Planning ____________

☐ Prel. Engineering ____________

☐ Corridor Approval ____________

☐ Design Approval ____________

☐ Plans, Specifications and Estimates Approval ____________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) N.E. and S.E. 82nd Avenue runs north and south along the east side of Portland for a distance of six miles within the project area. It is ORE 213 connecting to Portland International Airport on the north and I-205 near Clackamas, Oregon, south of Portland. The southern 4/5 of the project (south of Halsey Street) is situated on mildly undulating to flat terrain. Steeper grades are evident north of Halsey Street. Flora is limited. Existing vegetation occurs mainly in the form of private landscaping and a few overgrown vacant or untended lots. Drainage facilities are incorporated along the curb of 82nd Avenue. Alignment of project is straight.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Land use along 82nd Avenue is primarily uncontrolled commercial strip development consisting of gas stations, used and new car lots, motels, discount stores and shopping centers, restaurants, drive-in banks, etc. Two small parks, a cemetery, several churches, and three schools abut the project. The continuous flow of heavy traffic produces characteristic levels of air pollution and noise. Aesthetically, the project area is not scenically attractive.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None.

Consequences:

N/A

2. Estimated Changes in Traffic Patterns:

Possibly add left turn refuge lanes and signals at one to three signalized intersections.

Consequences:

Will provide controlled access to arterial streets without running traffic through residential streets. Will reduce accident problems associated with left turn movements at controlled locations.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None.

Consequences:

N/A

4. Expected Adverse Effects on Natural Ecological Resources:

None.

Consequences:

N/A

5. Expected Adverse Effects on Cultural and Scenic Resources:

None.

Consequences:

N/A

6. Preliminary Identification of Areas of Critical Environmental Concern:

None.

7. Potential for Controversial Issues:

None.

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

      This proposed signal system will tend to smooth out the flow of traffic allowing a more uniform speed with less congestion. This will be beneficial to and compliment the clear air improvement plan.

   b. Noise Standards

      The proposed signal system will tend to smooth out the flow of traffic and eliminate stop and go congestion thereby reducing the noise levels to some extent.

   c. Water Quality Standards

      Not Applicable.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

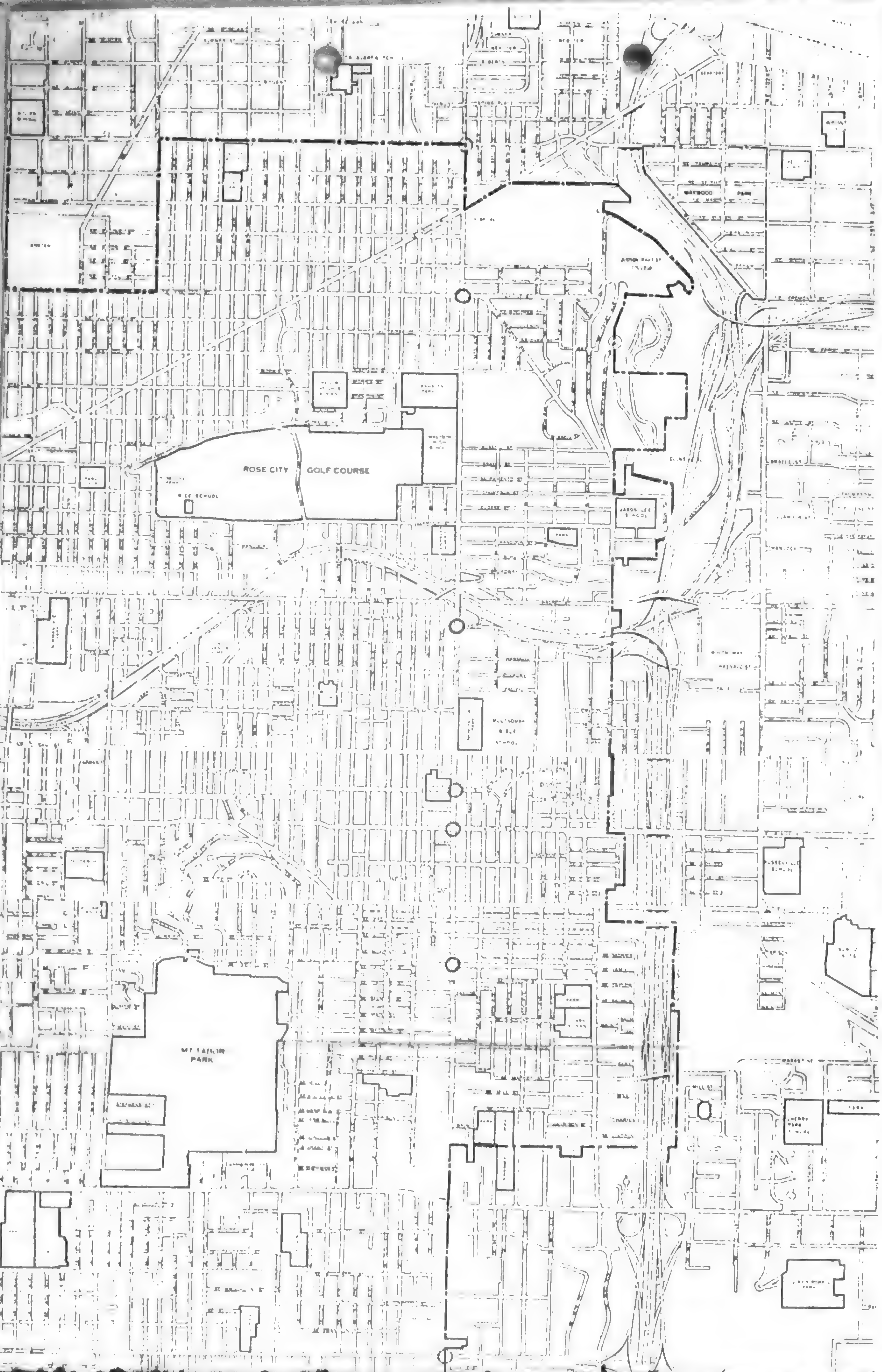
☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF ACTION

- ☐ Major Action
  - ☐ Significant ☐ Non-Significant
- ☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☒ Assessment Only
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Preliminary EIS
- ☐ OTHER ______________________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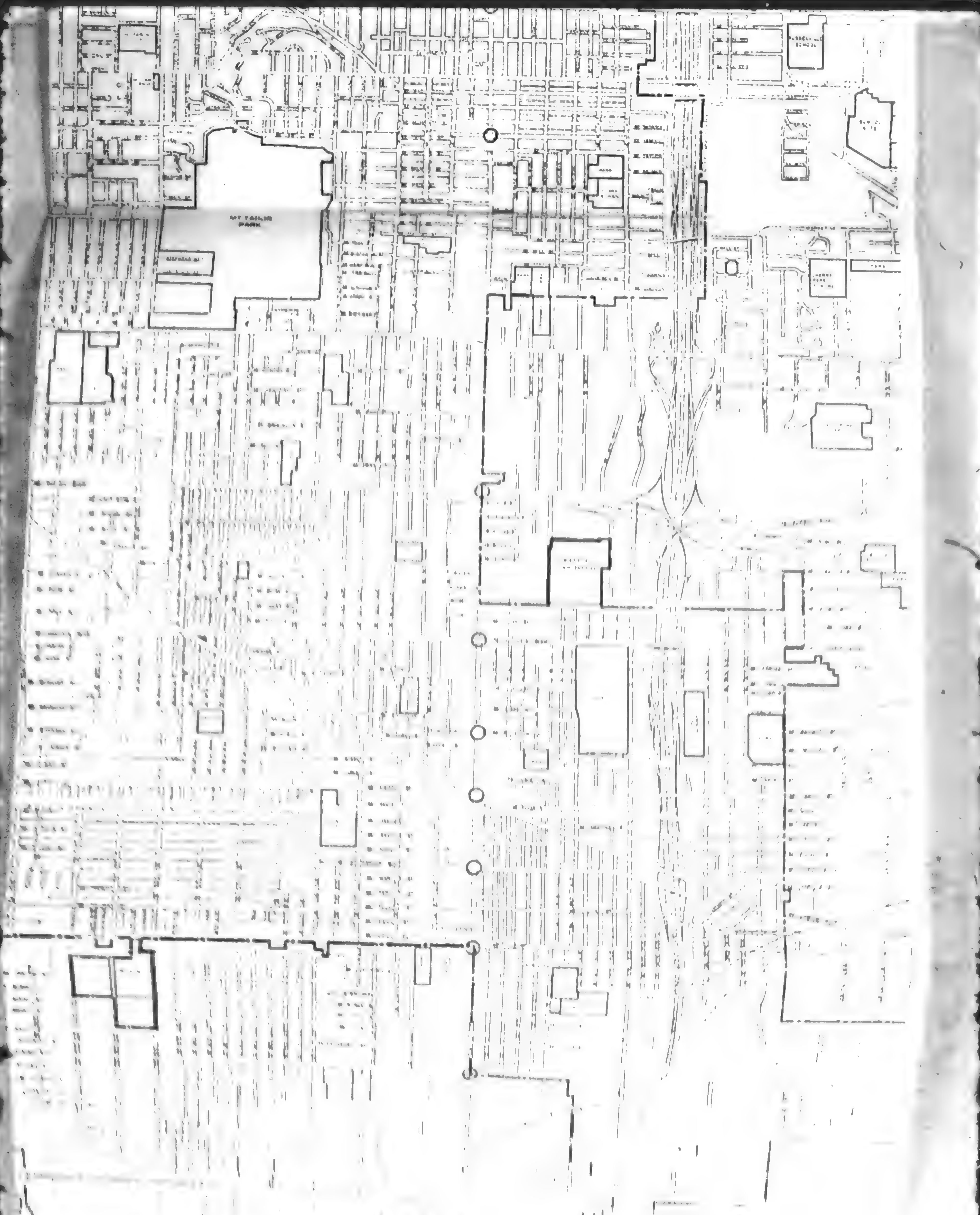
ROSE CITY
GOLF COURSE
JASON LEE SCHOOL
MULTNOMAH BIBLE SCHOOL
MT TABOR PARK


MT TABOR PARK
SE TAYLOR

FAU Portland
Grand Ave.

Transaction No. 6-201

FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

Oregon	6-26-75
BY (Signature) L. W. Rulien's June 23, 1975 letter	
TITLE Project Management Engineer	

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ______

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 196 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
196	U-199(10)	0.0	16,000	12,840	NE. Prescott St.- SE. Flavel St. (Portland) Section Multnomah County State of Oregon	Preliminary Engineering

6-26-75

RECEIVED
COUNTY & CITY SECTION
JUN 30 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☒ UE
☑ UPE ☐ CE ☐ RE ☒ RPE ☐

REMARKS (Division)

You are authorized to proceed with all phases of preliminary engineering necessary to obtain PS&E approval.

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		6-26-75	Original Signed By G. L. GREEN Division Engineer G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

FORM PR-1
(REV. 4-61)

o.
6-201
JUN 26 1975

6-23-75

PROJECT LOCATION (45 typewriter spaces)	ADT PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 213, N.E. Prescott St.(Portland), S 6.0 mi.	28,500	26,500*	95	10	Oregon	41	032	196

ROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. DESIG. (T. Projects Only)
Engineering						AG		U -	199	(10)	

AL FUNDS: Urban Extension

AREA: Portland

COUNTY NAME: Multnomah

CODE: 051

ROUTE NO.: P

FEDERAL-AID: 41

STATE: 68

U.S.: - -

PROGRAM STAGE: ☐ 1 OR ☒ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE TOPICS	3	SR 213, N.E. Prescott St. (Portland), S. 6.0 mi.	0.0	16,000	12,480	1,760	1,760 (City)	Preliminary Engineering all phases.
	ROW								(Future modernization of traffic signals at 13 intersections)
	CONST (CODE)		"N.E. Prescott St. - S.E. Flavel St. (Portland) Section"						ROW-80' normal; Access Control-None; Parking Restrictions-Complete.
			PROJECT TOTALS	0.0	16,000	12,480	1,760	1,760 (City)	

RECEIVED
COUNTY & CITY SECTION
JUN 20 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

EPARED BY

OGRAM APPROVAL DATES
JUN 26 1975
FHWA OREGON DIVISION

REMARKS

* Future ADT based on I-205 being completed

-OVER-

USCOMM DUSCOMM

Budget Bureau No. 41-R2067; Appro

U.S. DEPAR
BUR

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO. 6-201

DATE SUBMITTED TO U.O. JUN 2 6 1975

6-23-75

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 SR 213, N.E. Prescott St.(Portland), S 6.0 mi. 65	ADT	PRESENT 28,500	FUTURE (66) 26,500* (70)	YEAR (71) 95 (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Preliminary Engineering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) AG (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 U - 28	NUMBER 7 199	SEQ. (1

CARD 4	CLASS OF FEDERAL FUNDS Urban Extension	COUNTY NAME Multnomah				CODE 051 (14) (16)	
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. P	FEDERAL-AID 41 (32)	STATE 68 (36)	U.S. - - (37) (41)		

CARD 5	LINE NO. (1645)	CHANGE CODE (16)	PROJECT CODE 41	CLASS 42	WORK TYPE 43 46	WORK STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
5	10		1		**PE** TOPICS	3	SR 213, N.E. Prescott St. (Portland), S. 6.0 mi.	0.0	16,000	12,480	1,760	1,760 (City)
5					**ROW**							
5					**CONST** (CODE)		"N.E. Prescott St. - S.E. Flavel St. (Portland) Section"					
							PROJECT TOTALS	0.0	(18) 16,000 (23)	(24) 12,480 (33)	1,760	1,760 (City)

RECEIVED
COUNTY & CITY SECTION
JUN 3 0 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UZ
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CARD 1 | CODE 1 | PREPARED BY

H | 14 | PROGRAM APPROVAL DATES

JUN 2 6 1975

FHWA OREGON DIVISION

REMARKS

* Future ADT based on I-205 being completed

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N.E. Prescott St.-S.E. Flavel St. (Portland) Section

Project No. U-199(10)

d Work: Work under this project consists of all phases of pre-
y engineering required for the future construction necessary to
ze the traffic control signals on 82nd Avenue at the following
ctions.
vel, Duke, Woodstock, Foster, Raymond, Holgate, Powell, Yam-
l, Burnside, Davis, Wasco, Fremont and Prescott.

TE: City of Portland forces will perform the field phase of
eliminary engineering with required supervision and contracting
State forces.

Action, Airports, Railroads, Water Developments, Historical and
ional Areas: None involved.

hal Right of Way: None required.

-70 Requirements: Exempt from State and District 2 Clearing-
-95 review under working agreements.

ransportation Planning (PPM 50-9): Not applicable as the project
result in an alteration of land use or traffic flow patterns
uld require a significant change in planning completed or underway.

7-5 Requirements:

) Public Hearings - Not required according to Oregon Action Plan (Category 3 Project).
) Location/Design - Not a factor in the development of this project.

FHPM 7-7-2 Requirements: Non major action project concurred in by FHWA February 25, 1975.

Data for PR-37:

Preliminary Engineering -	Field Work	$13,000
	P S & E Preparation	3,000
	Total	$16,000

NOTE: This project is in Congressional District No. 3.

N.E. Prescott St.-S.E. Flavel St. (Portland) Section

Project No. U-199(10)

Proposed Work: Work under this project consists of all phases of preliminary engineering required for the future construction necessary to modernize the traffic control signals on 82nd Avenue at the following intersections.

Flavel, Duke, Woodstock, Foster, Raymond, Holgate, Powell, Yamhill, Burnside, Davis, Wasco, Fremont and Prescott.

NOTE: City of Portland forces will perform the field phase of preliminary engineering with required supervision and contracting by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Additional Right of Way: None required.

IM 50-1-70 Requirements: Exempt from State and District 2 Clearinghouse A-95 review under working agreements.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-5 Requirements:

(a) Public Hearings - Not required according to Oregon Action Plan (Category 3 Project).
(b) Location/Design - Not a factor in the development of this project.

FHPM 7-7-2 Requirements: Non major action project conc
February 25, 1975.

Data for PR-37:

Preliminary Engineering - Field Work
P S & E Preparation

Total

NOTE: This project is in Congressional District No. 3.

Salem, Oregon

June 11, 1975

Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

Richard Unrein
Urban Engineer
County-City Unit

Urban Extension Project Programming Request

State Project Section: North City Limits - South City Limits
Cascade Highway (82nd Ave.), FAP-41
Signals: 6.00 miles

Proposed Work: All phases of preliminary engineering necessary to prepare project for contracting. City of Portland will perform field phase of preliminary engineering necessary to formulate preliminary design plans and specifications. State will review and prepare final plans and specifications.

Costs:

	Total	Federal	State	City
*Preliminary Engineering	$ 16,000	$ 12,480	$ 1,760	$ 1,760
Right-of-Way	-	-	-	-
Construction	($270,000)	($210,600)	($29,700)	($29,700)
Total	$286,000	$223,080	$31,460	$31,460

*Field--$13,000 P.S.&E.--$3,000

Existing Facilities:

82nd Avenue:	56' curb-to-curb, four-lane with left-turn median, no parking.
Flavel:	44' curb-to-curb, two-lane with parking.
Duke:	44' curb-to-curb, two-lane with parking.
Woodstock:	44' curb-to-curb, two-lane with parking.
Foster:	56' curb-to-curb, four-lane with left-turn median, no parking.
Raymond:	28' curb-to-curb, two-lane with no parking.
Holgate:	36' curb-to-curb, two-lane with parking on west approach. 36' curb-to-curb, two-lane with left-turn lane, no parking on east approach.

☑ ENGR. ☐ ASST. ☐ OE ☒ AE ■ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Powell: 40' curb-to-curb, four-lane with no parking.

Yamhill: 36' curb-to-curb, two-lane with parking.

Burnside: 36' curb-to-curb, two-lane with left-turn lane no parking.

Davis: 28' curb-to-curb, two-lane with no parking.

Wasco: 44' curb-to-curb, two-lane with parking

Fremont: 40' curb-to-curb, two-lane with parking.

Prescott: 36' curb-to-curb, two-lane with parking.

Proposed Project: Modernize thirteen traffic signal installations along 82nd Avenue, including a mini-computer interconnect system.

Project No.: U-199(-)

Additional Right-of-Way: None

System Action: None required. Interim Urban System approved 3/3/75.

Railroads: None.

Airports: None.

Water Developments: None.

Historic and Recreation Areas: None.

Relocation Assistance Payments: Not required.

Route Data: Cascade Highway (82nd Avenue) - FAP-41.

State Clearinghouse Approval: Exempt per 4/28/70 working agreement.

District Two Clearinghouse Approval: Exempt per 10/16/70 working agreement.

Hearing: Not required.

Access Control: By permit.

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Parking Restrictions: No parking.

Transportation Commission Approval: April 29, 1975

ADT:
Present (1975) 28,500
Future (1995) 26,500

GEZ:gsh

Attachment

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Portland
fau

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 20, 1975

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Parking Prohibition
Cascade Hwy. North (82nd Avenue)

In conjunction with a signal revision project on 82nd Avenue, the City of Portland will prohibit parking on a section of 82nd Avenue (Cascade Highway).

The removal of parking is required for the installation of a continuous two-way, left-turn lane. The City will care for parking prohibitions inside the city limits and the State outside the city limits. Installation of the left-turn lane will provide safer traffic conditions and the warrants for parking prohibitions are met. Therefore it is recommended that the Oregon Transportation Commission prohibit parking on the Cascade Highway North No. 68 in Multnomah County as follows:

> On the west side of the highway from SE Duke Street (MP 6.24) to SE Flavel Street (MP 6.73).
>
> On both sides of the highway from SE Flavel Street (MP 6.73) to SE Lambert Street (MP 6.86).

This will be on the agenda for your consideration at the May 30 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
R. L. Schroeder
L. E. Geroge
Don Harwell
E. L. Hardt
Jack Graham
Gary L. Sund

LEG:cr dpy

RECEIVED
COUNTY & CITY SECTION
MAY 21 1975
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

Portland

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 30, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer
BUILDING

Mainor

FROM Mainor C. Holmes
Office Engineer
County-City Unit

SUBJECT Urban Extension Program Agreement Draft
North City Limits-South City Limits (Portland) Section
Cascade Highway North, No. 68 (82nd Avenue)
City of Portland

Presented herewith for your consideration is a suggested draft of a proposed agreement dealing with modernization of the traffic control signal system along 82nd Avenue in Portland.

The City proposed to perform the preliminary engineering on this project, and the State is to finalize plans, award the contract and supervise construction. Financing has been accomplished through the transfer of 1974 Urban System funds. State and City are to share equally in matching monies. Total estimated cost of the project is $286,000 with the State and City each providing $31,460 (11%) matching money.

Please study the provisions of the proposed agreement and, if you approve, forward to Mr. Rulien for his review and return to this office for preparation in final form.

MCH:scr

Attachment

RECEIVED
COUNTY & CITY SECTION
MAY 1 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mainor

5-1-75
OK
EDH

ACTION INFO
MAY - 1 1975

JUL 3 1975

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section North City Limits - South City Limits
Date 4-10, 1975
Highway Cascade (82nd Ave.) FAP-41
Authorization No. 1
County Multnomah
Survey Prefix 26-1942 (Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly terminus of the project is N.E. Prescott St.; the southerly terminus is S.E. Flavel St. The routing is that of existing 82nd Ave.

Purpose of survey:

To prepare plans and specifications for modernization of 13 traffic signal installations including a mini-computer interconnect system.

Estimate of cost:

		City	State
	901	$13,000.00	
	905		$2,000.00

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 15,000
Previous authorization . . . .
Additional authorization requested . . .
Additional authorization approved (Salem) .
Total all authorizations approved (Salem) .

Requests made by:
K. D. Limbocker
Field Engineer

Recommended for Approval:
R. N. Bothman
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

[illegible]

OFFICE ENGINEERING SECTION
R. E. APPR. 6-26-75 [illegible]
FAUS

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 9, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Urban Extension Project Requests

Two project requests initiated by the City of Portland will be on the agenda for the April 30 meeting. These projects will utilize Urban Extension funds transferred from CRAG's allocation of Urban System funds.

One project involves the modernization of thirteen traffic signal installations on 82nd Avenue. The other project is a widening project on Grand Avenue.

Federal Urban Extension funds for these projects are estimated at $419,000 with the State and City providing approximately $58,500 each in match funds.

The projects have been investigated and found eligible for Federal Aid funding. I recommend your approval and request authority to sign project agreements for and on your behalf.

Enc.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
R. N. Bothman
E. L. Hardt
Jack Graham

RU:mm dpy

STATE HIGHWAY DIVISION
Proposed Urban Extension Project

copy

North City Limits-South City Limits Section ✓
Cascade Highway (82nd Avenue), FAP-41
Signals; 6.00 miles; $286,000

This project entails the modernization of thirteen traffic signal installations* along 82nd Avenue, including a mini-computer interconnect system.

The City of Portland will prepare preliminary plans and the State will prepare final plans and award the project contract.

Urban Extension funds for this project were transferred from CRAG's allocation of Urban System funds. The City of Portland has agreed to provide one-half of the required matching funds.

* SE 82nd-Flavel
SE 82nd-Duke
SE 82nd-Woodstock
SE 82nd-Foster
SE 82nd-Raymond
SE 82nd-Holgate
SE 82nd-Powell
SE 82nd-Yamhill
SE 82nd-Burnside
NE 82nd-Davis
NE 82nd-Wasco
NE 82nd-Fremont
NE 82nd-Prescott

RU:mm
4/3/75

March 19, 1975

Robert W. Straub
XXXXXXXXX

The Honorable Neil Goldschmidt
Mayor, City of Portland
1220 S. W. Fifth Avenue
Portland, Oregon 97204

Dear Mayor Goldschmidt:

The Federal Highway Administrator has approved the transfer of $419,000 from fiscal year 1974 urban system funds to fiscal year 1974 urban extension funds. This transfer provides federal urban extension funds for the following projects:

1. 82nd Avenue signals (13 intersections)
2. Grand Avenue widening (two sections)
3. Barbur Boulevard signals (two intersections)

Your letter of December 5, 1974 suggested that the traffic signals be scheduled for fiscal year 1975 and the Grand Avenue widening be scheduled for fiscal year 1976. We have discussed the signal work with Mr. Don Bergstrom who is handling the design work on the project, and he indicates that he will begin the design work about June of this year.

Assuming that this arrangement is satisfactory, we will schedule the traffic signals for contract this fall and the widening project on Grand Avenue for next spring. We will proceed with the project agreements and initiate the necessary action for FHWA approval to proceed with the projects.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

cc: Columbia Region Association
of Governments
527 S. W. Hall Street
University Center Building
Portland, Oregon 97201

Mr. D. E. Bergstrom
City Traffic Engineer
420 S. W. Main Street
Portland, Oregon 97204

Mr. Robert E. Rector
Oregon State Highway Engineer
and Coordinator
Office of the City Engineer
400 S. W. Sixth Avenue
Portland, Oregon 97204

bc: George Baldwin
F. B. Klaboe
A. E. Johnson
L. W. Rulien
L. E. George
E. L. Hardt
R. N. Bothman
J. H. Versteeg
Ted Spence

GNH:scr js

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

March 17, 1975

Mr. Larry Rulien
Information Project
Management Engineer
207 State Highway Bldg.
Salem, Oregon 97310

Dear Mr. Rulien:

Previously, we wrote the state requesting authorization and approval to modernize revised signal installations at 13 intersections on 82nd Avenue and 2 on Barbur Boulevard. The purpose of this letter is to request that you delete the two intersections on Barbur Boulevard. These two signals will be revised by the West Portland Park and Ride Bus Lane Program. Thanks.

Sincerely,

D E Bergstrom

D. E. Bergstrom

DEB:sp

[illegible]
K

Send cc Don Bergstrom
will do.
[illegible]
3-20-75

cc Bud Gray
Bob Brothers
Ed [illegible]

RECEIVED
COUNTY & CITY SECTION
MAR 21 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

MAR 19 1975
REMARKS

fam

HOPKINS: 10:15 AM 3/11/75

Don Bergstrom called and said he wouldn't be able to start Design Work on the 82nd Signals (Urban Extension Project) until about June 1 because of their work load. Wants to seek F.A. on P.E. in the normal fashion. Requested Project Agreement be prepared. City work Est. @ $13,000 ($1,000/intersection). Project will involve interconnection with a mini-computer. Project Limits = N. City Limits to S. City Limits on 82nd Ave. Wants a Fall bid opening.

He has begun Design work on the two ped. signals on Powell Blvd. (FAUS project.) Told him project agreement would be prepared with City & State absorbing their P.E. costs.

RECEIVED
MAR 11 1975
COUNTY
CITY
UNIT

Hopkins
Harwell
Holmes
Prange
Unrein

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

☑ ENGR. ☐ ASST. ☒ OE ☐ AE ■ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

Dick Unrein

FY 1974 F.A. FUND TRANSFER

$419,000 URBAN SYSTEM TO URBAN EXTENSION
APPROVED JAN. 28, 1975 BY NORBERT T. TIEMANN, FHWA
82nd AVE. Signals & Grand Ave Widening Project
CITY OF PORTLAND

HISTORY: Portland's First Priority - 82nd AVE. Signals plus two Signals on S.W. Barbur Blvd.
$286,000 Est.

Portland's 2nd Priority - Grand Ave. Widening (3 to 4 Lanes)
Broadway - Holladay &
Clay - Harrison
$250,000 Est.

APRIL 3, 1974	City of Portland submitted these two projects to CRAG for inclusion in "National Transportation Energy Conservation Action Plan" (ECAP).
APRIL 16, 1974	CRAG subcommittee of the Transportation Committee recommended that FAUS funds be used for these projects.
APRIL 19, 1974	CRAG Executive Board recommended these two projects be funded from Urban Extension funds.
MAY 2, 1974	CRAG submitted ECAP projects to Rulien.

MAY 8, 1974	KLABOE LETTER to CRAG stated URBAN EXTENSION FUNDS ARE COMMITTED FOR SOME TIME TO COME. (ECAP projects submitted to FHWA)
MAY 13, 1974	RULIEN'S LETTER TO FHWA RE: IMMEDIATE OBLIGATION OF ECAP PROJECTS.
MAY 17, 1974	FHWA RESPONSE - NO NEW FUNDS OR PROCEDURES. SUGGEST FUND TRANSFER FOR THESE TWO PROJECTS.
JUNE 7, 1974	RULIEN LETTER TO CRAG - RELAYED ABOVE - SUGGESTED FUND TRANSFER.
AUGUST 23, 1974	CRAG STATES THE BOARD APPROVED THE FUND TRANSFER AT THEIR April 19, 1974 MEETING. (?)
SEPTEMBER 4, 1974	RULIEN LETTER TO CRAG STATES WE WILL REQUEST FUND TRANSFER ON RECEIPT OF NEW COST ESTIMATES.
SEPTEMBER 30, 1974	BERGSTROM (PORTLAND) LETTER PROVIDES NEW EST. ON 82nd SIGNALS.
OCTOBER 4, 1974	UNREIN CALLED ETHERINGTON (CRAG) INFORMED HIM OF NEW EST. & PLANS TO DROP TWO SIGNALS ON POWELL BLVD. FROM PROJECT (OK by ETHERINGTON)
OCTOBER 22, 1974	KLABOE LETTER TO GOLDSCHMIDT RE: CITY WILLINGNESS TO PROVIDE ONE-HALF OF MATCH MONEY.

DECEMBER 5, 1974	Goldschmidt Letter to Klaboe. City willing to provide one-half match money. Suggest 82nd signals for FY 1974-75 & Grand Ave project FY 1975-1976.
DECEMBER 16, 1974	Klaboe Letter to McCall re: Approval of Fund Transfer.
DECEMBER 19, 1974	McCall Letter to Brinegar (Wash D.C.) re: Approval of Fund Transfer
JANUARY 9, 1975	Klaboe Letter to FHWA (Ore. Div.) requesting expeditious approval of the transfer.
JANUARY 28, 1975	Tieman (Wash D.C.) Letter to Lybecker (FHWA Region) approving transfer ($419,000). [cc's sent to Green (FHWA), CRAG, City of Portland & Baldwin]
FEBUARY 5, 1975	Green Letter to Baldwin re: Approval.

Form FHWA [illegible] (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 11, 1975

In reply refer to: 1041EC/120.1

SUBJECT: Transfer of Federal-aid Funds

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Director
Oregon Department of Transportation
Salem, Oregon

As stated in our February 5 memorandum, subject as above, attached is a signed copy of Governor McCall's request.

G. L. Green

Attachment

NOTED
F. B. KLABOE

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
FEB 14 '75
REFER TO
Hunter
FOR
Info Inves R/D D/R Sign Act File

cc Kulien
2-18-75

NOTED
E. S. HUNTER

RECEIVED
FEB 12 1975
OFFICE
DIRECTOR of TRANSPORTATION

RECEIVED
FEB 10 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Green — Milenz — Gray — Huff — FAA Ptlnd

Box 300
Salem OR 97308
February 5, 1975

Transfer of Federal-aid Funds

1041EC/120.1

C. L. Green, Division Engineer

Mr. George M. Baldwin, Director
Oregon Department of Transportation
Salem, Oregon

Your request for transfer of FY 74 funds for use on Urban Extension projects was approved January 28, 1975 by the Federal Highway Administrator in accordance with the provisions of Section 104(d) of Title 23 USC. This action involves a transfer of $419,000 from FY 74 Urban System funds to Urban Extension funds for the same year. The amount represents 6.41 percent of the original Urban System apportionment and 16.61 percent of the original Urban Extension apportionment.

A signed copy of Governor McCall's request will be forwarded as soon as we receive it. — was sent, Buzz UK

Original Signed By
VERNON V. CUSACK
Engineering Coordinator
C. L. Green

VVC:bk

Hopkins
Herwell ✓
Holmes ✓
Prange
Unrein

RECEIVED
FEB 18 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To____
Bring Up___/___/___
Other____

PROJECT MANAGEMENT SECTION

Routing	Action	Info
P.M. Engineer		
Proj. Dev. Engr.		
Office Engr.		
County-City		
Federal Aid		
Inventory-Needs		
Mileage Control		
Prog. & Schedule		

Remarks:

FEB 14 1975

[illegible]

Form FHWA 121 (Rev. 7-74)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MONTHLY TRANSACTION NO. NP 2 0110

DATE: JAN 28 1975

In reply refer to: HFS-30

SUBJECT: Transfer of Federal-aid Funds
Oregon

FROM : Federal Highway Administrator
Washington, D.C. 20590

TO : Mr. L. E. Lybecker
10ED.1 Regional Federal Highway Administrator
Portland, Oregon

Oregon's request for transfer of fiscal year 1974 funds for use on urban extension projects, recommended by your memorandum of December 30, 1974, as being in the public interest, has been approved in accordance with the provisions of Section 104(d) of Title 23, United States Code. A signed copy of the request is attached for transmittal to the State.

This action involves a transfer of $419,000 from fiscal year 1974 urban system funds to urban extension funds for the same year. The amount represents 6.41 percent of the original urban system apportionment of $6,536,083 and 16.61 percent of the original urban extension apportionment of $2,522,279.

This transfer of urban system funds is from the part of fiscal year 1974 apportionments attributable to the Portland urbanized area.

Norbert T. Tiemann

Norbert T. Tiemann

Attachment

TRANSACTION NUMBER 1-84

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 1-20-75

BY (Signature): L.W.RULIEN'S JANUARY 3, 1975 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS SECTION 209

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 16 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
16	HHS-1081(1)	0.0	67,000	60,300	LOCATION: POWELL BLVD AT 82ND AVE. (PORTLAND) SECTION. MULTNOMAH COUNTY - STATE OF OREGON. WORK: PRELIMINARY ENGINEERING, CHANNELIZATION AND TRAFFIC SIGNAL.

1-22-75
ORIGINAL TO.
L.W. Rulien

RECEIVED
JAN 22 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR.
JAN 21 '75
REFER TO
Hunter
FOR
Info Inves R/D D/R Sign Act File

NOTED
E. S. HUNTER

REMARKS (Division)

I CONCUR THAT TIMESAVING PROCEDURES ENUMERATED IN THE FHPM 6-8-2 APPLY TO THIS PROJECT AND THAT STATEWIDE NEGATIVE DECLARATION FOR SPOT SAFETY PROJECTS CONCURRED IN BY FHWA MAY 8, 1974 ALSO APPLIES.

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

RECOMMENDED		APPROVED	
DATE*	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		1-20-75	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

DATE: January 10, 1975

TO: Glen L. Green, Division Engineer
Federal Highway Administration

FROM: F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT: Energy Conservation Plan
Urban to Urban Extension Funds
CRAG - City of Portland

By letter of December 19, 1974, the Governor of Oregon requested the Secretary of Transportation to transfer $419,000 from Oregon's Federal Aid Urban System funds to Oregon's Urban Extension funds. This letter will serve to confirm that this transfer has the approval of and is at the request of the Oregon State Highway Division. Further documentation consisting of a letter from me to the Governor dated December 16, 1974, a letter to me from Neil Goldschmidt, Mayor of Portland, dated October 22, 1974, a letter to the Highway Division from the Columbia Region Association of Governments dated August 23, 1974, and a copy of the minutes of the Columbia Region Association of Governments meeting of April 19, 1974, is also attached for your information. This transfer of funds includes Urban System funds attributable to the Portland urbanized area.

We would appreciate expeditious approval of this housekeeping matter so that we can proceed to implement these projects.

bc: A. E. Johnson
E. S. Hunter
L. W. Rulien

THIS LETTER SUPERSEDES MY
LETTER OF JANUARY 9 TO
MR. GREEN ON THIS SUBJECT.

(Project Management) srb

PRO 6-2

January 3, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. HHS-1081(1)

We are submitting program data for one project, Item No. 16, Project no. HHS-1081(1), "Powell Blvd. at 82nd Ave. (Portland) Section," which we desire to have included in the High Hazard Locations Program under Section 209 of Title II as established by the Federal-aid Highway Act of 1973.

We hereby request your concurrence that the project qualifies for the timesaving procedures enumerated in Vol. 6, Chap. 8, Sec. 2 of the Federal-aid Highway Program Manual.

Also, we request your concurrence that the Statewide Negative Declaration for spot safety projects on non-interstate Federal-aid Highway Systems concurred in by FHWA Division Office May 8, 1974, applies to this project as programmed.

Enclosed are narrative, accident data, traffic signal warrent comparison and etc., prepared by our Traffic Section for the project.

Since the project program contains all phases of preliminary engineering and construction, we hereby request your authorization to proceed with all phases of preliminary engineering necessary to obtain PS & E approval.

Enc.
DRH:pr

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

N NO.

.O.

FORM PR-1
(REV. 4-61)

1-3-75

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 26, at Jct. of SR 213 (Portland)		48,100	69,400*	95	10	Oregon	41	142	16

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
lization, Traffic Signal								HHS-	1081	(1)		

RAL FUNDS (Section 209) High Hazard Locations

COUNTY NAME Multnomah — CODE 051

N AREA Portland

ROUTE NO. U — FEDERAL-AID 1081 — STATE 26 — U.S. 26

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		US 26 (S.E. Powell Blvd.), at Jct. SR 213 (S.E. 82nd Ave.) in city of Portland.	0.0	2,000	1,800	200		P.E. all phases; channelization consisting of gr., dr., H.T. Pave., pavement marking, necessary signing. Install multi-phase traffic signal.
ROW								
CONST (CODE) Y008 Y032		"Powell Blvd. at 82nd Ave. (Portland) Sec."	0.0	65,000	58,500	6,500		ROW - 60' nominal Access Control-none Parking Restrictions-complete
PROJECT TOTALS			0.0	67,000	60,300	6,700		

EPARED BY

ROGRAM APPROVAL DATES

REMARKS

*Based on completed I-205 (4 through lanes plus auxiliary lanes).

-OVER-

USCOMM DUSCOMM-DC 48808-P61

Budget Bureau No. 41-R2067; Approval

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

1-3-75

U.S. DEPART
BUREA

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 26, at Jct. of SR 213 (Portland) 21 65	**ADT**	PRESENT 48,100	FUTURE 69,400* (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

STAT COD 4 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) PE, Channelization, Traffic Signal 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) HHS- 14 23	NUMBER 1081 7	SEQ. N (1)

CARD	CLASS OF FEDERAL FUNDS (Section 209) High Hazard Locations	COUNTY NAME Multnomah	CODE 051 (14) (16)
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. U FEDERAL-AID 1081 (32)	STATE 26 (36) (37) U.S. 26 (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 48	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		US 26 (S.E. Powell Blvd.), at Jct. SR 213 (S.E. 82nd Ave.) in city of Portland.	0.0	2,000	1,800	200	
5					**ROW**							
5					**CONST** (CODE) Y008 Y032		"Powell Blvd. at 82nd Ave. (Portland) Sec."	0.0	65,000	58,500	6,500	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	67,000	60,300	6,700
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS

P.E.
chan
sist
H.T.
mark
sign
mult
sign

ROW
Acce
Park
co

*Based on completed I-205 (4 through lanes plus auxiliary lanes).

USCO

POWELL BLVD. AT 82ND AVE. (PORTLAND) SECTION

PROJECT NO. HHS-1081(1)

Existing Facilities:

Powell Blvd. (SR 26-East & West)	4-lane curb to curb
82nd Ave. (SR 213-North & South)	4-lane curb to curb

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Install multi-phase actuated traffic signal.
3. Channelization to provide left-turn refuge lanes for eastbound and westbound traffic, which work consists of grade, drain, hightype surface, pavement markings and necessary signing.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable as this project will not result in alteration of land use or traffic flow patterns and therefore should not cause any change in planning completed or underway.

PPM 90-1 Requirements: Statewide "Negative Declaration" for spot safety projects on noninterstate Federal-aid Highway Systems was concurred in by FHWA on May 8, 1974.

PPM 20-8 Requirements: Not applicable under "Timesaving procedures" set forth in Vol. 6, Chap. 8, Sec. 2, of the Federal-aid Highway Program Manual.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved.

NOTE: This project is in Congressional District No. 3.

P

ACTION
FHWA
CONTROL NO.
14692
SIRS S-10

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

MONTHLY TRANSACTION NO. HP 25 0110

December 19, 1974

The Honorable Claude Brinegar
Secretary of Transportation
400-7th Street, S. W.
Room 10200
Washington, D. C. 20590

SUBJECT: Energy Conservation Plan
Urban to Urban Extension Fund
CRAG - City of Portland

Dear Mr. Secretary:

The Oregon State Highway Division, at the request of the Columbia Region Association of Governments, has initiated a proposal for the transfer of $419,000 from Oregon's Federal Aid Urban System funds to the Urban Extension fund to construct two projects in the City of Portland. Existing Urban Extension funds are not adequate to construct these projects which were identified as priority numbers one and two on the attached Energy Conservation Action Plan developed in April, 1974 by the local governmental agency responsible for transportation planning. The estimated cost of the two projects has been updated to September, 1974.

The requested transfer meets the requirements of Section 104(d) of Title 23, U.S.C. amended by Section III of the Federal Aid Highway Act of 1973. The proposed transfer will decrease the 1974 F.Y. Urban System funds from $3,780,303 to $3,361,303, and increase the 1974 F.Y. Urban Extension funds from $2,484,445 to $2,903,445. I believe the transfer is in the public interest and recommend your approval.

Very truly yours,

Tom McCall
Governor

TM:ps
Enclosure

Signal 82nd & Barber
widen Union & Burnside.

cc: G. L. Green, Oregon Division Engineer
Federal Highway Administration

CRAG

City of Portland

George M. Baldwin

Approved: Norbert T. Tiemann
Federal Highway Administrator

Date: 1-28-75

bc: A. E. Johnson
E. S. Hunter
R. E. Royer
L. W. Rulien
R. N. Bothman
E. L. Hardt
H. S. Cox

December 16, 1974

The Honorable Tom McCall
Governor of Oregon
208 State Capital
Salem, OR 97310

Re: Energy Conservation Plan
Urban to Urban Extension Fund
CRAG - City of Portland

Dear Governor McCall:

The Columbia Region Association of Governments has requested our consideration of a transfer of Federal Aid Urban System funds to the Urban Extension fund program. The transfer of funds is necessary in order to construct two projects in Portland which were listed as priority numbers 1 and 2 on the Energy Conservation Action Plan developed by CRAG in April, 1974 and for which funds are not otherwise available. The projects under consideration are the widening of two sections of Grand Avenue and modernizing the signals along 82nd Avenue, plus two signals on Barbur Boulevard.

The requested transfer of funds is covered by Section 104(d) of Title 23, U.S.C., as amended by Section III of the Federal Aid Highway Act of 1973. The procedure for implementing the transfer requires initiation by the Highway Division, approval by the Governor and the Secretary of Transportation as "being in the public interest."

We have reviewed the request and due to the high priority placed on the projects, recommend that the transfer of funds be approved. A draft of a proposed letter with attachment to the Secretary of Transportation (through the Federal Highway Administration) is enclosed for your consideration.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

LWR:ljt
cc: CRAG, Attn. Richard Etherington
PORTLAND, Attn. Mayor Neil Goldschmidt

THE CITY OF
PORTLAND
OREGON

OFFICE OF
THE MAYOR
NEIL GOLDSCHMIDT
MAYOR

1220 S. W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4120

[illegible]
Hunter
FOR

December 5, 1974

F. B. Klaboe
Administrator and State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Klaboe:

This is in reply to your letter of October 22 concerning sharing of costs for two projects the City of Portland is recommending under the Energy Conservation Action Plan.

I would like to confirm that the City understands and is willing to participate in 50% of the local match portion which you estimate will be $117,000 for these two projects.

With regard to scheduling, it is suggested that the 82nd Avenue and Barbur Boulevard signal revisions be done during this fiscal year (1974-75), and that the Grand Avenue widening be scheduled for fiscal year 1975-76.

Sincerely,

Neil Goldschmidt

NG:awc

cc: Don Bergstrom
Bob Rector
Richard Etherington

12-13-74
[illegible]

RECEIVED
DEC 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

October 22, 1974

The Honorable Neil Goldschmidt
Mayor of Portland
City Hall
Portland, Oregon 97204

Dear Neil:

The CRAG Executive Board, at its meeting on April 19, approved the transfer of Federal-Aid Urban System funds to the Urban Extension fund to implement projects 1 and 2 (Grand Avenue widening and 82nd Avenue signal revisions, plus two signals on Barbur) of the Energy Conservation Action Plan. The procedure for making the transfer requires the Highway Division to forward the request to the Governor for his approval and then to the Secretary of Transportation for Federal approval.

The local match portion of Urban System projects is on a 50-50 basis between the State and City. Previous discussions with members of your staff indicate the City's willingness to participate in 50 percent of the estimated local match portion of $117,000 on these two projects. Your confirmation of this understanding will allow us to proceed with the expeditious processing of the requested transfer of funds.

Very truly yours,

ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Administrator and
State Highway Engineer

cc: CRAG
Donald Bergstrom, City of Portland
Robert E. Rector, City of Portland

bc: George M. Baldwin
E. S. Hunter
Ted Spence
R. N. Bothman
H. S. Cox
A. E. Johnson
R. E. Royer
L. W. Rulien
E. L. Hardt

DES:dg srb

E-123

cc: L. W. Rulien
R. N. Bothman, Metro

MEMO TO FILES

October 4, 1974

RE: Fund Transfer
FAUS to Urban Extension
82nd Avenue Signalization
City of Portland

The writer on October 3, 1974 called Mr. Dick Etherington of CRAG and informed him of the following:

(1) Portland's ECAP proposal entitled "82nd Avenue Signalization" also included two signals on S.W. Barbur Blvd. and two signals on Powell Blvd.

(2) The cost estimate for this proposal has increased from $228,000 to $310,000.

(3) Powell Blvd. is on the FAU System (FAU 1081) and these two signals can be funded directly from normal FAUS funds.

(4) We will remove the two Powell Blvd. signals from the "82nd Avenue Signalization" proposal and process them as a normal FAUS project.

(5) We will pursue the balance of the "82nd" proposal and the Grand Avenue proposal under the transfer provisions of SECTION 104(d).

Mr. Etherington concurred in the above items and was pleased that we were keeping him informed on this matter.

Called Don Bergstrom and informed him of the above. His cost estimate for the Powell Blvd. signals is $24,000. He was requested to submit a completed Urban System project request form for these two signals.

RU:ljt

Richard Unrein
Urban Engineer
County & City Unit

RECEIVED
[illegible] 1974
[illegible] SECTION

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR 97204
503/248-4295

September 30, 1974

Mr. L.W. Rulien, Project Management Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

On September 4, 1974, you contacted Mr. Etherington of CRAG regarding CRAG's request for a fund transfer as part of the National Transportation Energy Conservation Action Plan. You sent a copy of this letter to me and made an excellent suggestion that we take a look at the cost estimates on the signalization project and the widening on two sections of Grand Avenue.

We have done this and we find that the costs for the upgrading of the signal system on 82nd, Powell and Barbur Boulevard have increased from $228,000 to $310,000. The $250,000 estimate for widening both sections of Grand Avenue is adequate according to the City Engineer's Office. Therefore, the estimate for the signal system and the widening, both projects, should be $560,000. If you would like to have detailed estimates at this time please advise and I will be happy to send them to you.

I am sending a copy of this letter to Mr. Etherington for his information.

Sincerely,

D. E. BERGSTROM
Traffic Engineer

DEB:ba

cc: R.E. Etherington, CRAG

RECEIVED
OCT 1 1974
PROJECT MANAGEMENT SECTION

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S.W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

LACKAMAS COUNTY
- Canby
- Gladstone
- Happy Valley
- Lake Oswego
- Milwaukie
- Oregon City
- Sandy
- West Linn
- Wilsonville

LARK COUNTY
- Camas
- Vancouver
- Washougal

OLUMBIA COUNTY
- Clatskanie
- Columbia City
- Prescott
- Rainier
- Scappoose
- St. Helens
- Vernonia

ULTNOMAH COUNTY
- Fairview
- Gresham
- Portland
- Troutdale
- Wood Village

ASHINGTON COUNTY
- Beaverton
- Cornelius
- Durham
- Forest Grove
- Hillsboro
- North Plains
- Sherwood
- Tigard
- Tualatin

August 23, 1974

Mr. Larry Rulien
Project Management Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Thank you for your June 7, 1974, reply concerning CRAG's request for funding of its Energy Conservation Action Plan Projects on May 2, 1974. The CRAG Board of Directors approved for funding the ECAP projects on April 19, 1974, with fiscal year 1974 urban system funds. (A copy of the minutes is attached.)

The implementation of projects 1 and 2, Grand Avenue widening and 82nd Avenue signalization, requires the transfer of FAUS funds to the Urban Extension program and the Board has approved that transfer in the first paragraph on item 4 in the attached minutes.

The CRAG Board has requested the use of Interstate funds for the I-5 High Occupancy Vehicle Priority Land project. The project scope has been amended due to OSHD and WSHD concerns.

The following design studies should be undertaken with Interstate funds as soon as possible:

1. A study to design special use lanes for high-occupancy vehicles, parallel to the flow of traffic, on I-5, south of the Interstate Bridge. This study should consider the conversion of the two lane section to three lanes without major right-of-way acquisition.

2. A study to design ramp control methods in order to provide a smoother flow of traffic on the freeway. High occupancy vehicles shall be given priority at the ramps.

These studies have been identified by the I-5 Project Management Board as necessary to the implementation of corridor improvements.

The revised FAUS Boundary and System Map was approved by the CRAG Board of Directors on August 15, 1974. The following highway projects, approved by the Board on April 19, 1974, are now forwarded for funding and implementation:

1. Oatfield Road-Concord Road - Signalization
2. Beavercreek Road-Highway 213 - Signalization
3. Harmony Road-Linwood Avenue - Signalization
4. Johnson Creek Blvd-Bell Road - Signalization
5. King Road-Linwood Avenue - Signalization
6. Oatfield Road-Oak Grove Blvd - Signalization
7. Beavercreek Road-Maple Lane - Left turn lane
8. Webster Road-Lake Road - Signalization
9. King Road-Bell Avenue - Signalization
10. Redland Road-Holcomb Road - Rebuild approaches

Initially, three Mass Transit projects were approved at the same time by the Board for FAUS funding. Subsequently two of the projects, the Demand Responsive-Demonstration and Transit lanes on the Hawthorne Bridge, were deleted from the funding request. The remaining mass transit project is Tri-Met's Suburban Transit Station Program. The STS program is eligible for FAUS funding through the 1973 Highway Act and subsequent FHWA regulation 23 C.F.R., Part 810 Docket No. 74 regarding Mass Transit and Special Use Highway Projects. The Board has approved using FAUS funds for this phase of the STS program. (Refer to attached minutes.)

The above projects, which constitute the CRAG region's Energy Conservation Action Program, are essential for the improvement of a transportation system. I look for their timely implementation. If further action by CRAG is needed, please do not hesitate to request it.

Sincerely,

Richard Etherington

Richard Etherington
Transportation Director

kt
enclosure

2. Accounts Payable

Councilman Corsiglia moved for approval of accounts payable in the amount of $278,125.71. Commissioner Gordon seconded the motion and it carried by unanimous vote.

3. Projects Recommended for Approval

The Board considered a list of projects which had been recommended for approval by the General Advisory Board. It was noted that one project, Lakeview Trunk Sewer, had been left off the agenda but was being considered at this meeting. Mayor Goldschmidt moved for approval of this agenda item as amended by the addition of the deleted project. The motion was seconded by Councilman Wolf and it carried unanimously.

Mr. Rich then explained a 701 Planning Grant for the City of Portland to be considered by the Board. He stated that HUD had requested a response to the application by April 26, leaving no time for the application to go through the normal review processes. The staff recommendation indicated approval subject to meetings with the City of Portland to clarify some points and assure coordination. Councilman Corsiglia moved for acceptance of the staff report on this application. The motion was seconded by Commissioner Schumacher and carried unanimously.

4. Energy Conservation Action Plan

Mr. Bob Blensly reported to the Board that a subcommittee of the Transportation Committee had developed a list of projects to be funded under this plan. He requested Board approval of the use of FAUS funds for all of the projects on the list. However, FAUS funds would be used for the first three only if Interstate and Primary Extension funds cannot be released for these three projects.

Under discussion, Mr. Baldwin protested that OSHD and WSHD had not studied the first three projects on the list. It was pointed out that even if the projects are funded, they do not have to be done if they are not found to be feasible at a later date. The Board then discussed the possibility of approving submission of the three mass transit projects now, and the balance at a later date. Chairman Young felt that the present Board might not be legally constituted to take action after April 24, because of the effective date of the new organization under SB769.

After considerable discussion, Commissioner Schumacher moved for approval of the list for submission. The motion was seconded by Mayor Goldschmidt and it carried unanimously.

5. Tri County Community Council Report

As a followup to Board action on March 15, 1974 directing the Social Services Department to develop discussion lines with the Tri-County Community Council, Mort Spence introduced Rep. Robert Elliott and Stan Fishler of TCCC to report on the Council's Priority Needs Survey.

Mr. Elliott explained to the Board that the report was a survey of human services in the region, and attempted to indicate what services were being performed and how effective they were. In addition to identifying regional programs, the survey lists service groups operating in the area. Mr. Elliott indicated that the report will be revised and updated annually.

Under discussion, Mayor Goldschmidt suggested that use of this report could simplify the A-95 review process of agencies receiving favorable comments in the survey. Mr. Fishler said that CRAG and the Tri-County Community Council shared a responsibility for identifying mutual areas of concern, and urged that the process be done.

6. Security and Privacy

Larry Rice discussed with the Board a letter from the League of Women Voters requesting that CRAG hold public hearings on the security and privacy area of CRISS. Responding to a question from Commissioner Gordon on why CRAG should be involved in a hearing, Mayor Goldschmidt explained that a City-County task force was constituted to respond to local users of CRISS, who had questioned some of the data being put into the system. The task force is to identify those areas included in the security and privacy area. It is the responsibility of the CRAG Board to establish the mechanisms for holding hearings on this matter. Mr. Rice stated that absolute authority should rest with those who decide on entry of data into the system, and hearings would identify the kinds of data which should not be put into the system. The Board was in agreement that they should take action on this matter.

TRANSPORTATION
ENERGY CONSERVATION ACTION PLAN

Columbia Region Association of Governments

April, 1974

			Federal Funding Sources				
Priority	Rating	Project	Interstate	Primary Extension	FA Urban	Transfer	Total
		City and County Projects					
[illegible]	74	Grand Avenue Widening		$250,000			$ 250,000
[illegible]	73	82nd Ave. Signalization		228,000			228,000
3	72	I-5 High Occupancy Vehicle Priority Lane	$530,000				530,000
4	57	Oatfield Road-Concord Road			$ 80,000		80,000
5	54	Beavercreek Rd-Highway 213			80,000		80,000
6	52	Harmony Rd.-Linwood Ave.			80,000		80,000
7	47	Johnson Creek Blvd-Bell Ave.			80,000		8[illegible]
7	47	King Road-Linwood Avenue			1,500		1,500
8	46	Oatfield Rd-Oak Grove Blvd.			80,000		80,000
9	36	Beavercreek Rd-Maple Lane			30,000		30,000
10	35	Webster Rd-Lake Rd.			35,000		35,000
11	32	King Rd-Bell Ave.			30,000		30,000
12	30	Redland Rd-Holcomb Rd.			5,000		5,000
		Tri-Met Projects					
1	NA	Suburban Park & Ride			830,000		830,000
2	NA	Demand-Responsive Demo Proj.				$400,000	400,000
3	NA	Transit Route on Hawthorne Bridge			200,000		200,000
		TOTAL	$530,000	$478,000	$1,531,500	$400,000	$2,934,500

NA - Not Applicable

8506 Maupin Rock Prod. Project 1977
S. of Maupin on The Dalles-
Calif. Hwy.

8506

8

July 27, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On July 25, 1977, we wrote to you concerning release of final payment on Contract No. 8506 awarded to R. J. Taggart Const. Co. for the Maupin Rock Production Project on The Dalles-California Highway in Wasco County.

Final payment on this contract is $500 and the total contract amount is $94,131.56. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97401

R. J. Taggart Const. Co.
2611 35th N.E.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
C. M. Williams

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: July 21, 1977

FROM: C. T. Keasey RDChurch for
Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 8506, Work Completed 5-20-77

Project Maupin Rock Production

Highway The Dalles-Calif.

Count(y)(ies) Wasco

Type of Work Rock Production

Contractor R. J. Taggart Const. Co.

Recommended Acceptance Date 7-21-77

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC: eb

cc: R. D. Church

Letter to surety
7-25-77

RECEIVED
STATE HWY ENGR
JUL 22 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 7-25-77

8506

Wasco

Olson
Christensen
Scott
Swenson
Savage
Trout

Copy

RECEIVED
JUL 14 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver
Do not File
Return To
Bring Up
Other

☐ Narrative Report
☐ Maupin Rock Production
☐ Wasco County
☐ Contract No. 8506
J.S. Sawyer, Resident Engineer
June 1977

The contract for 14,000 cubic yards of crushed aggregates was awarded to R.J. Taggart Construction Co., Salem, Oregon, on March 28, 1977. A completion date of June 30, 1977 was designated. Work began on April 4, and was completed on May 20, 1977.

The aggregates to be manufactured consisted of 2,000 c.y. 3/4"-0 aggregate base material; 2,000c.y. 3/4"-1/2", 3,000c.y. 1/2"-1/4" and 7,000c.y. 1/4"-#10 to be used in asphalt penetration macadam.

No State-controlled sources were offered for use on the project. The contractor negotiated with Willow Creek Ranches, Inc., Heppner, Oregon, for a material source. The negotiated source was designated as source # 33-37-4 and was located adjacent to the state quarry at M.P. 56.1 on TheDalles- California Highway. The stockpile site was at M.P. 54.0, on the west side of The Dalles - California Highway.

One of the condition for removing material from the Willow Creek Ranch properties was the erection and maintenance of a cattle guard to protect the sellers livestock. The cattle guard was installed at the entrance to the state quarry and remains in place by mutual agreement between the District Engineer, R.S. Hawkins and the contractor.

Drilling began on April 4, 1977, crushing on April 13th. During the production of aggregates the contractor worked two 8 hour shifts. Except for completion of the 1/4"-#10, two sizes of aggregates were produced simultaneously, beginning with 3/4"-0 and 3/4"-1/2". The 3/4"-0 was completed April 18th, 3/4"-1/2" April 20th, 1/2"-1/4" April 27th and the 1/4"-#10 May 9th.

The contractor shaped the stockpiles May 10-17. The crusher was removed from the quarry on May 16,1977 and the quarry and work area satisfactorily cleaned and the slopes contoured.

The final inspection was made on May 20, 1977, at which time the project was accepted.

The final cost of the contract will be $94,131.56, an underrun of 0.6%.

Final Engineering costs are expected to be about $7,000 by the time all checking etc. has been completed. This will be an underrun of 26%.

REFERRED TO

Beard ✓ Reed
Cole Sample
Eriksen Watson
Hager Wolfe

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Statement of Overruns and Underruns
Maupin Rock Production
The Dalles - California Highway
Wasco County
Contract 8506

Item	Original Amount	Semi-Final Estimate	Percent + or -
Contract Bid Items	94,700.00	94,131.56	-0.6%
Contingencies	4,261.50	0.00	-100.0%
Engineering	9,470.00	6,108.00	-35.5%
Total	108,431.50	100,239.56	-7.6%

8506

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Maupin Rock Production

WEEK ENDING: May 21, 1977

SECTION PREFIX: 33-8320

HIGHWAY: The Dalles - California

COUNTY: Wasco

NAME OF JOB: Maupin Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: R.J. Taggart Const. Co.

CONTRACT NUMBER: 8506

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 28, 1977

DATE WORK STARTED: April 4, 1977

ESTIMATED COMPLETION DATE: May 27, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION:

SPECIFIED WORK DAYS: na

WORK DAYS USED: na

SPECIFIED CALENDAR DAYS: na

CALENDAR DAYS USED: na

SPECIFIED COMPLETION DATE: June 30, 1977

PERCENT OF TIME ELAPSED: 59%

PROJECT AUTHORIZATION: $ 108,431.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99%

EXCLUSIVE OF ENGINEERING: $ 98,961.50

ENGINEERING AUTHORIZATION: $ 9,470.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 94,700.00

ENGINEERING COST TO DATE: $ 4127.00

DATE PROJECT WAS COMPLETED: n/a

ESTIMATED PERCENT: ~~OVERRUN~~ XXXXXX UNDERRUN 4 %

PERCENT OF AUTHORIZATION: 44 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			n/a		
MILES PARTIALLY COMPLETED			n/a		
MILES COMPLETED			n/a		
TOTAL ESTIMATED QUANTITIES (CONTRACT)			14,000 C.Y.		
TOTAL QUANTITIES CORRECTED TO DATE			13,914.53 C.Y.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			n/a		
AVERAGE DAILY QUANTITIES			n/a		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		
NUMBER OF SHIFTS PER DAY			1		
HOURS PER SHIFT			8		

EQUIPMENT USED DURING THE WEEK: 1 loader, 1 bulldozer

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	clear, warm			
MONDAY	clear, warm			
TUESDAY	clear, warm			
WEDNESDAY	clear, warm			
THURSDAY	clear, warm			
FRIDAY	clear, warm			
SATURDAY	clear, warm			

K
RECEIVED
MAY 23 1977
Harwood
Johnsen
Walker
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	Contractor shaped stockpiles and cleaned quarry. Contractor completed dismanteling crushing plant and moving.
TUESDAY	Contractor shaped stockpiles and cleaned quarry. Contractor completed shaping of stockpiles.
WEDNESDAY	Contractor cleaned quarry and plant site, moving plant reject and debris on to adjacent private land.
THURSDAY	Contractor cleaned quarry
FRIDAY	Contractor cleaned quarry
SATURDAY	No activity

REMARKS

Engineer remeasured stockpiles ~~Tuesday~~ Wedensday May 18, 1977
Contractor completed dispositioning of overburden, rejects, excess materials and by-products of the crushing operation and the cleaning of quarry site.

This is the final weekly report for this project.

SIGNED ________ LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8507 Tygh Valley Rock Prod. Proj. 197
S. of The Dalles on The Dalles-
Calif. Hwy.

8507

January 20, 1978

American Fidelity Fire Insurance Co.
c/o Surety Insurance Services, Inc.
P. O. Box 21308
Seattle, WA 98111

Gentlemen:

On January 19, 1978, we wrote to you concerning release of final payment on Contract No. 8507 awarded to Cody Logging & Construction Co. for the Tygh Valley Rock Production Project on The Dalles-California Highway in Wasco County.

Final payment on this contract is $500 and the total contract amount is $71,121.20. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Cody Logging & Construction Co.
P. O. Box 188
Tygh Valley, OR 97063

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

8507

4

REFERRED TO
Beard
Dorn
Cole 1
Sample
Eriksen
Watson
2 Hager
Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Christensen
George
Olson
Terpin
Sullivan Copy
Scott
Savage

RECEIVED
DEC 29 1977
ENGINEERING SECTION

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Return To
Bring Up
Action

RESIDENT ENGINEERS'S PROJECT REPORT
Tygh Valley Rock Production
The Dalles - California Highway
Wasco County
Contract 8507 Prefix 33-8321
December 1977

The Tygh Valley Rock Production, a State project, was awarded to Cody Logging and Construction Company on March 28, 1977. Specified Completion date was June 30, 1977.

The project was for furnishing of some 15,000 Cu. Yds. of crushed aggregates in Stockpiles of three size designations (1/2"-0, 1/2"-1/4", and 1/4"-#10).

The State owned quarry at MP 32.2 on the East side of The Dalles-California Highway was made available to the contractor as a source for this project. Because the material remaining in this source was not adequate for State production and the contractor anticipating the crushing of aggregates for others, private land adjacent to the State quarry was leased for quarry purposes.

The contractor moved a buldozer on to the project, began clearing and landscaping an area for the crusher site and pioneered a road to the top of the quarry for a drilling rig on April 27, 1977. Drilling began on May 12, but ceased May 17, 1977, when contractor removed all equipment from the project. The contractor resumed drilling and shooting of the quarry on June 13, 1977.

Due to previous crushing operation commitments, the contractor did not begin moving his crusher onto the project until June 10, 1977. Erection of the crusher continued slowly until July 5, 1977, with crushing of aggregates beginning July 6, 1977. He erected the crusher on the Northerly property line of the State quarry and used the material from the State quarry and from adjoining private land to the North and to the East of the State quarry for the crushing of aggregates for the State and others.

Section 350.11(c) of the Special Provisions for this project specified the quarry rock furnished for this project would not contain in excess of five (5%) percent by weight of material passing the 1/2-inch sieve after passing the primary crusher. Documentary Price Agreement No. 1 was initiated to require all material be screened over a 1/2-inch sieve after passing the primary crusher and before being crushed further. This price agreement was set up to eliminate undesireable natural fines in the 1/4"-#10 size of aggregate even though less than the specified 5% existed after the primary breaker. It is extremely difficult and not at all practicle to determine the specified 5% or less of fines with a sample picked off the belt immediately after the primary breaker. I have verbally requested that this specification be changed to eliminate the 5% and require screening after the primary breaker with a screen size that eliminates undesireable fines in all sizes of aggregates produced.

The contractor crushed 3,110.62 Cu.Yds. of 1/2"-0 Aggregate from July 6 through 14, 1977; 4,222.67 Cu.Yds. of 1/2"-1/4" Aggregate from September 6 through 26, 1977; and 8,388.88 Cu.Yds. of 1/4"-#10 Aggregate from July 6, through September 26, 1977.

Materials were to be stockpiled on the State stockpile site at MP 32.5 on the West side of The Dalles - California Highway. The contractor did not have legal weight highway hauling trucks available at the time of the contract, so Price Agreement No. 2, assessing a $0.05 per Cu.Yd. price reduction for allowing overweight loads to be hauled across the highway, was initiated. A temporary haul road was constructed from the crushing plant to the State stockpile by parralleling the existing The Dalles-California Highway, on its East side, and cross the highway at the Stockpile site.

All materials had been hauled and stockpiled by September 28, 1977, except for some 929.10 Cu.Yds., stockpile measure, of the 1/4"-#10 material which the State Maintenance Forces had taken directly from the crushing site prior to its being stockpiled. The 929.10 Cu.Yds. was obtained by applying the 0.95 conversion factor to the 978 Cu.Yds., Truck Measure, the Maintenance Forces removed. That procedure is per Section 350.34 of the Standard Specifications.

Second Notification was submitted on September 28, 1977, with completion of shaping of stockpiles. The Third Notification was submitted effective December 13, 1977, after stockpiles of private aggregates had been removed from State property in the quarry site and area shaped up.

It is believed that all practicably obtainable material has been used from the State source.

The contractor did not begin crushing aggregates until after the Specified Completion Date of June 30, 1977, so all together he overran time by 90 Calendar Days and Liquidated Damages of $70.00 per Calendar Day have been assessed. The contractor has verbally hinted at a request for extension of time based upon being delayed in completion of another State project in Southern Oregon. However, he has not submitted a formal written request for a time extension. Several long delays in this project were due to equipment breakdowns after contractor had finally begun crushing on July 6, 1977.

The project is expected to be 7.3% underrun overall. The engineering overran an estimated $1,000.00. Because of the relatively small original Engineering Authorization ($7,500.00) the overrun of Engineering will be about 13.3%.

All materials were in reasonably close conformity to specifications and a penalty for non-specification materials will not be required.

J. G. Sawyer
Resident Engineer

Statement of Overruns and Underruns

Tygh Valley Rock Production
The Dalles-California Hwy.
Wasco County
Contract 8507 Prefix 033-8321

Item	Original Amount	Semi-final Estimate	Percent + or
Contract Bid Items	$75,000.00	$78,610.85	+4.8%
Contingencies	$3,375.00	0.00	-100.0%
Engineering	$7,500.00	$8,500.00	+13.3%
Liquidated Damages (90 days @ $75.00/day		- $6,750.00	-----
Price Reduction to Permit Over Weight Loads (14,793.07 Cu. Yd. @ $.05/Cu. Yd.)		- $739.65	-----
Total Contract Costs	$85,875.00	$79,621.20	- 7.3%

Overruns and Underruns

Tygh Valley Rock Production
Contract 8507

Item No.	Item	Unit	Contract Quantity	Final Quantity	Percent + or
1	1/2"-0 Material in Stockpile	Cu. Yd.	3,000	3,110.62	+ 3.7%
2	1/2"-1/4" Material in Stockpile	Cu. Yd.	4,000	4,222.67	+ 5.6%
3	1/4"-#10 Material in Stockpile	Cu. Yd.	8,000	8,388.88	+ 4.9%

929.10 Cu. Yd. was hauled directly from plant for use on highway by State Highway Maintenance Forces, 7,459.78 Cu. Yd. stockpiled for State.

Price Aggreements

1	Documentation of Specification Change for Bid Items #1,2,3	Documentary			
2	Price Reduction to Permit Over Weight Loads	Cu. Yd.	15,000	14,793.07	1.4%

Adjustments

Liquidated Damages	Days		90	

Contingencies

$	$3,375.00	0.00	- 100%

Use of Contingencies was not necessary on this project.

Engineering

$	$7,500.00	$8,500.00	+ 13.3%

Contractor crushed aggregate over three month period. Inspector present for entire period to maintain quality control. With field survey crew and supervisi plus laboratory charges, total anticipated final amount will be overrun.

8507

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Tygh Valley Rock Production

WEEK ENDING: December 17, 1977

SECTION PREFIX: 033-8321

HIGHWAY: The Dalles-California

COUNTY: Wasco

NAME OF JOB: Tygh Valley Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: Cody Logging & Construction Co.

CONTRACT NUMBER: 8507

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 28, 1977

DATE WORK STARTED: April 27, 1977

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS:

WORK DAYS USED:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: June 30, 1977

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 85,875.00

EXCLUSIVE OF ENGINEERING: $ 78,375.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 75,000.00

ESTIMATED PERCENT OVERRUN / UNDERRUN ____%

ENGINEERING AUTHORIZATION: $ 7,500.00

this week 484.58

ENGINEERING COST TO DATE: $ 9,067.58

PERCENT OF AUTHORIZATION: 121 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: September 28, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			1/2"-0 GRADING	1/2"-1/4" SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	1/4"-#10 PAVING

	BASE 1/2"-0 GRADING	OIL AND/OR PAVE. 1/2"-1/4" SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	1/4"-#10 PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,000 C.Y.	4,000 C.Y.			8,000 C.Y.
TOTAL QUANTITIES CORRECTED TO DATE	3,111 C.Y.	4,223 C.Y.			8,389 C.Y.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY	"			

K

Richards

DEC 19 1977

CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	Contractor removed temporary stockpiles from State quarry area.
TUESDAY	Contractor cleaned up State quarry area. Project completed.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project is complete.

The semi-final data was sent out December 15, 1977.

The Third Notification was in effect December 13, 1977.

SIGNED J.S. Sawyer LOCATION The Dalles

J.S. Sawyer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8508 Long Creek Rock Prod. Proj. 1977
W. of Long Creek

8508 Long Creek Rock Prod. Proj. 1977
W. of Long Creek

8508.

8

August 25, 1977

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On August 24, 1977, we wrote to you concerning release of final payment on Contract No. 8508 awarded to E. H. Itschner Company for the Long Creek Rock Production Project in Grant County.

The total contract amount is $70,136.68. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc E. H. Itschner Company
1118 Toliver Road
Molalla, OR 97038

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8508

8

August 2, 1977

E. H. Itschner Company
1118 Toliver Road
Molalla, OR 97038

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8508 for work on Long Creek Rock Production in Grant County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 11 days is granted to delete all liquidated damages.

This added time is granted because the oiling aggregates were all available within the required time and the sanding rock was produced and stockpiled under good conditions. Further, your prompt performance, even though starting late, kept the State's engineering cost to a minimum.

Sincerely,

C T Keasey

For H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
Robert Church
W. E. Schwartz
W. C. Ferguson
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8508

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 28, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Long Creek Rock Production
Contract No. 8508
Request for Time Extension

TO: H. S. Coulter
State Highway Engineer

E. H. Itschner Company requests a 12-day extension of their contract time because of rainfall in the project area in May allegedly delaying their start, and the fact that the oiling aggregates produced under the contract were all available to the State before the specified completion date of June 30. The project was actually completed July 11 (the contractor's request was prepared before this date) so 11 days liquidated damages have accrued at $75 per day.

There were three bidders on this project on April 14, 1977. It covers stockpiling of 5,000 cubic yards in three sizes of oil rock plus 8,000 cubic yards of 3/8-0. The contractor started work June 13 and worked Saturdays. Our engineering underran significantly, something like 40 percent, because of the prompt completion once it was started. The Resident and Region recommend that the extension be granted because the oiling aggregates were available by the time required and also citing that the sanding rock was produced in good, dry conditions for stockpiling it. We concur in granting the 11-day extension to delete all liquidated damages.

This was a State project. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR

AUG 1'77

REFER TO

FOR

Info	Inves	R/D	D.R	Sign	Act	File

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 7, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from June 30 days to July 12 days, within which to complete our Contract No. 5508, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

we delayed starting this Project due to the Amt of Rein Fall in the Long Creek Area in May. we had the oiling Aggregates Produced before the completion date

Respectfully submitted,

E.K. Itschner Co.
Contractor

By

CONSENT OF SURETY

Date JULY 15, 1977

We, UNITED PACIFIC INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Fred C. Reed
FRED C. REED Attorney-in-fact

WELLS-REED-WOOD-WEST Co.
Fred C. Reed
Resident Agent

(SEAL)

RECEIVE
JUL 18 1977
RESIDENT ENGINEER
RE ☐ — ARE ☐

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8508 Contractor E. H. Itschner Co.

Highway Kimberly-Long Creek and Pendleton-John Day

Section Long Creek

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Recommend 11-day time extension of contract time which will delete all liquidated damages. This added time is granted because the oiling aggregates produced were all available to the State before the specified completion date of June 30. Also the sanding rock was produced and stockpiled in good condition and prompt performance, even though starting late, kept the State's engineering cost to a minimum.

Recommended for Approval:

Division Engineer
REGIONAL CONSTRUCTION ENGINEER

John L. Bond
for
Construction Engineer ~~or Bridge Engineer~~

Acting
State Highway Engineer

Contract No. 8508
Project designation State
State-Federal
Date awarded April 18, 1977
Work started June 13, 1977
Per cent completed 96%
Specified Completion ~~No. of Workdays Allowed~~ Date June 30, 1977
No. of Workdays Used 112%
Requested Completion Date July 12, 1977
No. of Added Workdays Requested 7

State Printing 27929

8508

No. 6 (FINAL REPORT)

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FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Long Creek

WEEK ENDING: July 16, 1977

SECTION PREFIX: 12-8335

HIGHWAY: Kimberly-Long Creek & Pendleton John Day

COUNTY: Grant

NAME OF JOB: Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: E.H. Itschner Co.

CONTRACT NUMBER: 8508

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 18, 1977

DATE WORK STARTED: June 13, 1977

ESTIMATED COMPLETION DATE: June 30, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $ 77,001.25

SPECIFIED COMPLETION DATE: June 30, 1977

PERCENT OF TIME ELAPSED: 114 %

EXCLUSIVE OF ENGINEERING: $ 70,276.25

ENGINEERING AUTHORIZATION: $ 6,725.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 70.276.25

ENGINEERING COST TO DATE: $ 3,798.90

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

ESTIMATED PERCENT: 0% XXX %

PERCENT OF AUTHORIZATION: 56 %

DATE PROJECT WAS COMPLETED: July 11, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE		MAT'L. PROD.		
				3/4-½ 100%	½-¼ 100 %	¼-10 100 %	3/8-0 100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10	Fair and warm			
MONDAY 11	all week.			
TUESDAY 12	Daytime temp.			K
WEDNESDAY 13	70 to 90			JUL 18 1977
THURSDAY 14				
FRIDAY 15				
SATURDAY 16				

No. 6 (FINAL REPORT)

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 10	No Activity by the Contractor.
MONDAY 11	The Contractor finished crushing the 3/8- 0 Material today. This completely finishes all of the crushing for this project.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The Contractor has completed all of the crushing
on this Project as of Monday July 11, 1977.

Engineering this week: $ 801.33

SIGNED W Ferguson
Resident Engineer

LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

F216

8509 Rooster Rock State Park 1977
E. of Portland.
(Water supply system)

#8509.

8

STATE OF OREGON

INTEROFFICE MEMO

State Parks
DEPT.

5009
TELEPHONE

DATE: 1/31/79

TO: C. W. Head
Commission and Staff Services

FROM: Gary A. Scott
State Recreation Director

Gary A Scott

SUBJECT: Amendment to the Project - Rooster Rock Waterline
OP 1210, Statewide project

The Heritage Conservation and Recreation Service has approved the amendment to the above-named project. A copy of the amendment is attached for your information and records.

GAS:jtc

attachment

cc: Jim Cavanaugh
Warren Gaskill
Ray Leavitt
Arnie Slack
Regional Park Supervisor

UNITED STATES
DEPARTMENT OF THE INTERIOR
Heritage Conservation and
Recreation Service

State Oregon (Multnomah Co.)

Project Amendment No. 41-00874.2

AMENDMENT TO PROJECT AGREEMENT

THIS AMENDMENT To Project Agreement No. 41-00874 is hereby made and agreed upon by the United States of America, acting through the Director of the Heritage Conservation and Recreation Service and by the State of Oregon pursuant to the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964).

The State and the United States, in mutual consideration of the promises made herein and in the agreement of which this is an amendment, do promise as follows:

That the above mentioned agreement is amended by adding the following:

Add funds to cover a cost overrun, with no change in the project scope or period.

Item	Change from	Change to
Total Cost	91,000	92,100
Fund Support	50%	50%
Fund Amount	45,500	46,050
Cost of this stage	91,000	92,100
Assistance this stage	45,500	46,050

In all other respects the agreement of which this is an amendment, and the plans and specifications relevant thereto, shall remain in full force and effect. In witness whereof the parties hereto have executed this amendment as of the date entered below.

THE UNITED STATES OF AMERICA

By ______________________
(Signature)

For the Regional Director
(Title)

Heritage Conservation and
Recreation Service
United States Department of
the Interior

Date JAN 25 1979

STATE

Oregon
(State)

By Gary A Scott
(Signature)

Gary A. Scott
(Name)

State Recreation Director
(Title)

HCRS 8-92a

INT 4769-78

Sheet 1

OMB NO. 80 R0184

PART III – BUDGET INFORMATION – CONSTRUCTION

SECTION A – GENERAL

1. Federal Domestic Assistance Catalog No. 15.400

2. Functional or Other Breakout . . . . ________

SECTION B – CALCULATION OF FEDERAL GRANT

Cost Classification	Use only for revisions		Total Amount Required
	Latest Approved Amount	Adjustment + or (–)	
1. Administration expense	$	$	$ 539.40
2. Preliminary expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			
5. Other architectural engineering fees			
6. Project inspection fees			
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			91,560.60
12. Equipment			
13. Miscellaneous			
14. Total (Lines 1 through 13)			92,100
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			92,100
17. Less: Ineligible Exclusions			
18. Add: Contingencies			
19. Total Project Amt. (Excluding Rehabilitation Grants)			92,100
20. Federal Share requested of Line 19			46,050
21. Add Rehabilitation Grants Requested (100 Percent)			
22. Total Federal grant requested (Lines 20 & 21)			46,050
23. Grantee share			46,050
24. Other shares			
25. Total project (Lines 22, 23 & 24)	$	$	$ 92,100

OMB NO. 80-R0184

SECTION C – EXCLUSIONS

26 Classification	Ineligible for Participation (1)	Excluded from Contingency Provision (2)
a.	$	$
b.		
c.		
d.		
e.		
f.		
g. Totals	$	$

SECTION D – PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE

27 Grantee Share	$
a. Securities	
b. Mortgages	
c. Appropriations (By Applicant) State Parks Budget	46,050
d. Bonds	
e. Tax Levies	
f. Non Cash	
g. Other (Explain)	
h. TOTAL – Grantee share	46,050
28 Other Shares	
a. State	
b. Other	
c. Total Other Shares	
29. TOTAL	$ 46,050

SECTION E – REMARKS

PART IV PROGRAM NARRATIVE (Attach – See Instructions)

8509.

2

January 12, 1978

Bloom, Ruben, Marandas, Berg,
Sly & Barnett, Attorneys at Law
Suite 667 Boise Cascade Building
1600 S.W. Fourth Avenue
Portland, OR 97201

Attention: John S. Marandas

Gentlemen:

Thank you for your letter of December 29, 1977, advising us that you have received a personal draft in the amount of $3,574.51 from Ron Routhier's personal account.

You state this is in reference to the United Pipe & Supply Co., Inc. claim which was filed on R. A. Routhier & Sons Contract No. 8509, Rooster Rock State Park in Multnomah County.

This information will be noted in our records and we will advise all interested parties.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda

NOTED ON [illegible]
1-12-78

cc
American Fidelity Fire Insurance Co.
c/o Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

R. A. Routhier & Sons
General Contractor
P. O. Box 164
Bonanza, OR 97623

United Pipe & Supply Co., Inc.
5000 N.E. Columbia Blvd.
Portland, OR 97217

LAW OFFICES OF
BLOOM, RUBEN, MARANDAS, BERG, SLY & BARNETT
SUITE 667 BOISE CASCADE BUILDING
1600 S. W. FOURTH AVENUE
PORTLAND, ORGEON 97201

TELEPHONE (503) 224-0434

THOMAS J. BARNETT
GABRIEL R. BERG
THEODORE S. BLOOM
JOHN S. MARANDAS
ALAN M. RUBEN
RICHARD A. SLY

DOROTHY M. MARTINDALE
OF COUNSEL

December 29, 1977

Mr. C. Gregor McMurdo
Assistant Secretary of State
State Capitol
Salem, Oregon 97310

Mr. C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: Claim of United Pipe & Supply Co., Inc. v. R. A. Routhier & Sons and American Fidelity Fire Insurance Company/Contract No. 8509 - Water Supply System at Rooster Rock State Park in Multnomah County ($3,574.51) Secretary of State Filing No. 5236

Gentlemen:

This is to advise you that on Tuesday, December 27, 1977 our office received a personal draft in the sum of $3,574.51, drawn on Mr. Ron Routhier's personal bank account. Subject to this draft being presented and accepted by a banking institution, it appears that there has been full satisfaction of the claimed amounts.

Unless you hear from our office as to the contrary, you may deem this letter to be a full release, subject to the clearance of said negotiable instrument.

Very truly yours,

JOHN S. MARANDAS

JSM: lf
cc: Mr. C. W. Head
cc: United Pipe & Supply Co.

RECEIVED
JAN 6 - 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8509

9

December 23, 1977

Bloom, Ruben, Marandas, Berg,
Sly & Barnett, Attorneys at Law
Suite 667 - Boise Cascade Building
1600 S.W. Fourth Avenue
Portland, OR 97201

Attention: John S. Marandas

Gentlemen:

We have received your Amended Notice of Claim on behalf of United Pipe and Supply Company, Inc., with Exhibits, stating that R. A. Routhier & Sons owes them for materials in the amount of $3,379.73, plus interest in the sum of $194.78 which totals $3,574.51.

This appears to be in reference to the R. A. Routhier & Sons Contract No. 8509, water supply system at Rooster Rock State Park in Multnomah County.

The American Fidelity Fire Insurance Co. furnished the bond on this contract. We will advise them of the receipt of this amended claim.

Please notify this office when this claim has been satisfied.

Very truly yours,

ED O
Rev on 12-23-77

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: R. A. Routhier & Sons
General Contractor
P. O. Box 164
Bonanza, OR 97623

American Fidelity Fire Ins. Co.
c/o Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

AMENDED NOTICE OF CLAIM

TO: Secretary of State, State of Oregon, Public Records Division, Room 141
Capitol Building, Salem, Oregon, 97310, Attention: Lloyd Cook

TO: Oregon State Highway Division, Department of Transportation, State
Transportation Building, Salem, Oregon, 97310, Attention: Cecile Head

NOTICE HEREBY IS GIVEN that United Pipe and Supply Company, Inc., with offices at 5000 N. E. Columbia Blvd., Portland, Oregon, 97217, by and through its attorney, the undersigned JOHN S. MARANDAS, has and asserts a claim for unpaid material provided to R. A. ROUTHIER & SONS, as further set forth in the statement of account, marked "Exhibit A", and attached hereto, and the invoice descriptions and related details set forth in "Exhibit B", which is by this reference incorporated herein, delivered by United Pipe and Supply Company, Inc. at the offices of said corporation located as designated above. The claim asserted by United Pipe and Supply Company, Inc. for materials provided totals $3,379.73, plus interest in the sum of $194.78 through November 30, 1977, for the total sum of principal and interest through November 30, 1977, being $3,574.51.

The claim is hereby made pursuant to the provisions of ORS 729.526, 729.528 and as a prerequisite to 729.536, against American Fidelity Fire Insurance Company, whose agent is Mr. Dennis V. Gilbert, dba Northwest Bonding Agency, P. O. Box 1448, Beaverton, Oregon, 97005, for the full amount of the above claim for the materials provided to MR. RON ROUTHIER and R. A. ROUTHIER & SONS for the water supply system at Rooster Rock State Park in the County of Multnomah, pursuant to Oregon State Highway Contract No. 8509 which contract was awarded on April 18, 1977, substantially completed on July 11, 1977, and accepted on September 30, 1977. Said surety was notified of the above on or about October

5, 1977.

This notice is sent within the six (6) months immediately following acceptance of the work by the public body which let the contract pursuant to the conditions set forth in §1 of ORS 279.526.

This is to further give notice that as of October, 1977, the above named debtor had been paid pursuant to the terms of Contract No. 8509, which contract was a "Federal-Aid BOR Project", which was to be conducted in accordance with federal regulations applying to Federal-Aid Secondary Road Plan Projects.

This is to give formal notice as a condition precedent to claimant filing suit in the event of non payment of the above indicated sum currently due claimant by either the debtor or surety.

Notice is also given of the provisions of 743.114, that in the event said debtor has failed or refuses to make settlement, and said surety fails and refuses to make settlement by payment of the above stated amounts within six (6) months from date of notification, an action will be brought pursuant to the terms of ORS 279.536 on the relation of the claimant in the name of the public body which let the contract, with a demand that there be awarded reasonable attorney fees to be fixed by the court as a part of the costs of the action and any appeal thereon.

UNITED PIPE AND SUPPLY COMPANY, INC.

By
JOHN S. MARANDAS
Agent and Attorney

cc: Mr. Dennis V. Gilbert, dba Northwest Bonding Agency
P. O. Box 1448, Beaverton, Oregon 97005
American Fidelity Fire Insurance Co., Fred Hample, Registered Agent
1824 Garden Avenue, Eugene, Oregon 97403
Mr. Ron Routhier, R. A. Routhier & Sons
P. O. Box 164, Bonanza, Oregon 97623
United Pipe and Supply Company, Inc.
5000 N. E. Columbia Blvd, Portland, Oregon 97217

"The Company On the Grow"

UNITED PIPE & SUPPLY CO., INC.

P.O. BOX 17068
5000 N.E. COLUMBIA BLVD.

PORTLAND, OREGON 97217
Remit to Portland Office

AREA CODE 503
PHONE: 288-6276

RECEIVED
1977
DEPARTMENT OF TRANSPORTATION

R. A. ROUTHIER & SONS GENERAL CONTRACTORS
P. O. BOX 164
BONANZA, OREGON 97623

DATE	REFERENCE	CHARGES	CREDITS	BALANCE
	BALANCE FORWARD			
PR 29'77	6,349	322.49 +		
PR 29'77	6,372	13.83 +		
PR 29'77	6,226	386.09 +		723.36 ● #
IAY 5'77	6,443	54.87 +		778.23 ● #
MAY 5'77	6,513	239.16 +		1,017.39 ● #
IAY 13'77	7,170	50.32 +		1,067.71 ● #
IAY 13'77	6,514	352.80 +		1,420.51 ● #
IAY 13'77	7,274	22.98 +		1,443.49 ● #
AY 9'77CS			723.36 -	720.13 ● #
MAY 26'77	7,624 6-7	285.68 +		
MAY 26'77	6,517 6-7	224.58 +		
MAY 26'77	6,516 6-7	89.76 +		1,320.15 ● #
JUN 7'77CS			600.00 -	720.15 ● #
JUN 17'77	9,112	803.79 +		1,523.94 ● #
UN 22'77	9,349	18.57 +		1,542.51 ● #
JUN 22'77	9,425	51.67 +		1,594.18 ● #
JUN 24'77	9,499	74.89 +		1,669.07 ● #
UN 30'77	9,991	80.54 +		
UN 30'77	9,992	95.22 +		1,844.83 ● #
JUN 29'77CS			1,000.00 -	844.83 ● #
UL 6'77	7,621	80.04 +		
UL 6'77	10,014	231.41 +		1,156.28 ● #
JUL 8'77	10,278	51.07 +		1,207.35 ● #
UL 12'77	10,425	33.74 +		1,241.09 ● #
UL 13'77	6,515	1,278.73 +		
UL 13'77	10,606	14.94 +		
UL 13'77	10,684	73.49 +		
UL 13'77	10,021	240.00 +		2,848.25 ● #
UL 14'77	10,673	15.39 +		
UL 14'77	10,737	134.00 +		2,997.64 ● #
UL 14'77CS			1,500.00 -	1,497.64 ● #
JUL 26'77	7,623	1,347.51 +		2,845.15 ● #
UG 22'77	10,648	534.58 +		3,379.73 ● #
UG 31 1½		42.68 +		3,422.41 ● #
EP 30 1½		50.70 +		3,473.11 ● #
CT 31 1½		50.70 +		3,523.81 ● #

CASH DISCOUNT, WHEN ACCOUNTS ARE PAID IN FULL ON OR BEFORE 10TH OF MONTH FOLLOWING PURCHASE.

A SERVICE CHARGE OF 1½% PER MONTH WILL BE MADE ON ALL PAST DUE ACCOUNTS WHICH IS AN ANNUAL PERCENTAGE RATE OF 18%.

A

EXHIBIT A

INVOICE NUMBER	DESCRIPTION	P.O. NO.	DATE INVOICE WRITTEN	DATE DELIVERED	EXPLANATION	BACK-ORDERED TO
06226	Miscellaneous		4/25/77	4/25/77		No B/O
06349	"		4/26/77	4/26/77		"
06372	"		4/26/77	4/26/77		"
06443	"		4/27/77	4/27/77		"
06513	"		4/28/77	4/28/77		"
06514	APCO	P16468	4/28/77	4/29/77		"
06515	Relief valve	P16575	4/28/77	7/5/77	Special Valve Had to be manufactured at Factory.	"
06516	Wilkins	P16478	4/28/77	5/23/77	Normal Delivery	"
06517	Stockham	P16587	4/28/77	5/13/77	Normal Delivery	"
07170	Galv.& Sealant		5/9/77	5/9/77		"
07274	Primer		5/10/77	5/10/77		"
07621	Brooks		5/16/77	6/24/77	Normal Delivery	"
07623	Hanson tank	P16660	5/16/77	7/21/77	Ordered 5/17/77	"
	Hanson's delay (Non stock tank by Hanson - To mfg. & galv. 4-8 weeks.					
07624	APCO	P16661	5/16/77	5/23/77	Normal Delivery	"
09112	PVC		6/13/77	6/13/77		"
09349	PVC		6/16/77	6/16/77		"
09425	Galv.		6/17/77	6/17/77		"
09499	PVC		6/20/77	6/20/77		"
09967	PVC	Customer cancelled 6/24/77			Void	
09991	Galv.		6/24/77	6/24/77		"
09992	Galv.		6/24/77	6/24/77		"
10014	PVC		6/26/77	6/26/77		"
10021	125 psi Relief Valve	P16955	6/27/77	7/5/77	Normal Delivery	"
10278	Galv.		6/29/77	6/29/77		"
10425	Galv.		6/30/77	6/30/77		"

EXHIBIT B

September 20, 1977

INVOICE NUMBER	DESCRIPTION	P.O. NO.	DATE INVOICE WRITTEN	DATE DELIVERED	EXPLANATION	BACK-ORDERED TO
10606	Nipples		7/6/77	7/6/77		No B/O
10648	Oil Capital Valve	P17021	7/6/77	8/12/77	Special valve - had to be fabricated.	"
10673	Tank floats		7/6/77	7/6/77		"
10684	Galv.		7/6/77	7/6/77		"
10737	B & W		7/6/77	7/6/77		"

O. Frank Norris

8509

December 16, 1977

Bloom, Ruben, Marandas, Berg,
  Sly & Barnett, Attorneys at Law
Suite 667 - Boise Cascade Building
1600 S.W. Fourth Avenue
Portland, OR   97201

Attention: John S. Marandas

Gentlemen:

This will acknowledge receipt of your Notice of Claim filed on behalf of United Pipe and Supply Company, Inc. stating that R. A. Routhier & Sons owes them for materials in the amount of $3,574.51, including interest through November 30, 1977.

This appears to be in reference to the R. A. Routhier & Sons Contract No. 8509, water supply system at Rooster Rock State Park in Multnomah County.

The American Fidelity Fire Insurance Co. furnished the bond on this contract. We will advise them of the receipt of this claim.

The Secretary of State's Office has informed us that your claim was filed in their office on December 13, 1977, and was assigned File No. 5236.

Please advise this office when this claim has been satisfied.

Very truly yours,

NOTED ON CARD
12-16-77 kr

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: R. A. Routhier & Sons
General Contractor
P. O. Box 164
Bonanza, OR   97623

American Fidelity Fire Ins. Co.
c/o Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR   97005

NOTICE OF CLAIM

TO: Secretary of State, State of Oregon, Public Records Division, Room 141
Capitol Building, Salem, Oregon, 97310, Attention: Lloyd Cook

TO: Oregon State Highway Division, Department of Transportation, State
Transportation Building, Salem, Oregon, 97310, Attention: Cecile Head

NOTICE HEREBY IS GIVEN that United Pipe and Supply Company, Inc., with offices at 5000 N.E. Columbia Blvd., Portland, Oregon, 97217, by and through its attorney, the undersigned JOHN S. MARANDAS, has and asserts a claim for unpaid material provided to R.A. ROUTHIER & SONS, as further set forth in the statement of account, marked "Exhibit A", and attached hereto, and the invoice descriptions and related details set forth in "Exhibit B", which is by this reference incorporated herein, delivered by United Pipe and Supply Company, Inc. at the offices of said corporation located as designated above. The claim asserted by United Pipe and Supply Company, Inc. for materials provided totals $2,379.73, plus interest in the sum of $194.78 through November 30, 1977, for the total sum of principal and interest through November 30, 1977, being $3,574.51.

The claim is hereby made pursuant to the provisions of ORS 729.526, 729.528 and as a prerequisite to 729.536, against American Fidelity Fire Insurance Company, whose agent is Mr. Dennis V. Gilbert, dba Northwest Bonding Agency, P.O. Box 1448, Beaverton, Oregon, 97005, for the full amount of the above claim for the materials provided to MR. RON ROUTHIER and R.A. ROUTHIER & SONS for the water supply system at Rooster Rock State Park in the County of Multnomah, pursuant to Oregon State Highway Contract No. 8509 which contract was awarded on April 18, 1977, substantially completed on July 11, 1977, and accepted on September 30, 1977. Said surety was notified of the above on or about October

5, 1977.

This notice is sent within the six (6) months immediately following acceptance of the work by the public body which let the contract pursuant to the conditions set forth in §1 of ORS 279.526.

This is to further give notice that as of October, 1977, the above named debtor had been paid pursuant to the terms of Contract No. 8509, which contract was a "Federal-Aid BOR Project", which was to be conducted in accordance with federal regulations applying to Federal-Aid Secondary Road Plan Projects.

This is to give formal notice as a condition precedent to claimant filing suit in the event of non payment of the above indicated sum currently due claimant by either the debtor or surety.

Notice is also given of the provisions of 743.114, that in the event said debtor has failed or refuses to make settlement, and said surety fails and refuses to make settlement by payment of the above stated amounts within six (6) months from date of notification, an action will be brought pursuant to the terms of ORS 279.536 on the relation of the claimant in the name of the public body which let the contract, with a demand that there be awarded reasonable attorney fees to be fixed by the court as a part of the costs of the action and any appeal thereon.

UNITED PIPE AND SUPPLY COMPANY, INC.

By

JOHN S. MARANDAS
Agent and Attorney

cc: Mr. Dennis V. Gilbert, dba Northwest Bonding Agency
P.O. Box 1448, Beaverton, Oregon, 97005
American Fidelity Fire Insurance Co., Fred Hample, Registered Agent
1824 Garden Avenue, Eugene, Oregon, 97403
Mr. Ron Routhier, R.A. Routhier & Sons
P.O. Box 164, Bonanza, Oregon, 97623
United Pipe and Supply Company, Inc.
5000 N.E. Columbia Blvd, Portland, Oregon, 97217

RECEIVED
DEC 13 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8509

8

October 5, 1977

American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

Gentlemen:

On October 3, 1977, we wrote to you concerning release of final payment on Contract No. 8509 awarded to R. A. Routhier & Sons, General Contractor, for a water supply system in Rooster Rock State Park in Multnomah County.

Final payment on this contract is $566.78 and the total contract amount is $57,097.63 including $4,298.69 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc R. A. Routhier & Sons
General Contractor
P. O. Box 164
Bonanza, OR 97623

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8509 2

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Rooster Rock State Park

WEEK ENDING: August 26, 1977

SECTION PREFIX: 926-2703

HIGHWAY:

COUNTY: Multnomah

NAME OF JOB: Rooster Rock Water Supply

KIND OF WORK: Water Supply System

CONTRACTOR: R.A. Routhier & Sons

CONTRACT NUMBER: 8509

FEDERAL AID PROJECT NUMBER: BOR

DATE OF CONTRACT: April 18, 1977

DATE WORK STARTED: April 26, 1977

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: June 10, 1977

PERCENT OF TIME ELAPSED: 160

PROJECT AUTHORIZATION: $ 91,006.89

EXCLUSIVE OF ENGINEERING: $ 83,058.69

ENGINEERING AUTHORIZATION: $ 7,942.20

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 82,643.64

ENGINEERING COST TO DATE: $ 8,812.38

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Inc. Eng. 98.6

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 0.5%

PERCENT OF AUTHORIZATION 110.9%

DATE PROJECT WAS COMPLETED: July 11, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

-

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	21	Cloudy			
MONDAY	22	Cloudy			
TUESDAY	23	Showers			
WEDNESDAY	24	Cloudy			
THURSDAY	25	Rain			
FRIDAY	26	Cloudy			
SATURDAY	20	Fair			

Routing
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes
RECEIVED
AUG 29 1977
CONSTRUCTION SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: No activity.

Semi-final will be submitted next week.

SIGNED James D. [illegible] LOCATION Troutdale

For H. M. Fillmore

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8509

August 16, 1977

R. A. Routhier & Sons
Post Office Box 164
Bonanza, OR 97623

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8509 for work on Rooster Rock State Park in Multnomah County.

Careful consideration was given to the reasons you submitted. In light of the available facts, a complete time extension of 31 days is granted to delete all liquidated damages. This extension is granted because of alleged delay in delivery of materials and Extra Work Orders 1, 2, 3 and 4.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
Robert Church
H. M. Fillmore
E. L. Hardt
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8509

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 12, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Rooster Rock State Park
Contract No. 8509
Request for Time Extension

TO: H. S. Coulter
State Highway Engineer

R. A. Routhier & Sons request a complete time extension of 31 days because of alleged delay in delivery of materials, wet weather in May and four extra work orders. Some pertinent dates are:

Bids opened	4-14-77	(seven bidders)
Contract sent	4-18	
Work started	4-26	
Specified completion date	6-10	(project 73 percent done)
Project completed	7-11	
	31 days liquidated damages at $50 per day.	

This contract had a very short completion time. The main waterline pipe materials were furnished to the contractor by the State. Parks wanted the line installed for expected heavy summer use of this park. The weather reason is not valid under our specs. in the first place and it appears that reason really would duplicate the time sought under the shortage of materials reason. The contractor started work promptly and apparently worked steady when conditions permitted, although in my opinion, he could have utilized a larger work force and have done more concurrent work than he did. Normal work force was from two to four people.

The documentation on ordering the materials is lacking in that none of it really shows when the contractor placed the original order. He says it was April 26 which would be reasonably prompt, as he probably didn't receive the contract before April 20. The supply company's orders to other sources for some of the materials are dated from April 28 to May 17. The later orders were critical materials which went into the pressure reducing stations.

The Resident Engineer recommends a complete extension. The Region recommends 27 days and I believe has a 10-day error in their data which would make their recommendation 17 days. Both agree on six days additional for four extra work orders which amounted to $4,500 and I believe this is reasonable.

If we take the contractor's statements at face value, there appears to be some time slippage between when he first ordered materials until they were all in fact ordered by the jobber from the suppliers. I doubt that we should try to hold the contractor responsible for this. The contractor installed the materials promptly after delivery. My recommendation would be to grant a complete time extension of the 31 days to delete all liquidated damages. This project has BOR federal funding, but we have been administering those projects the same as Federal-aid Secondary and the recommended extension could be granted participating. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

E-220 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 28, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 46 days to 77 days, within which to complete our Contract No. 8509, without the assessment of liquidated damages. The said contract is described as follows: Rooster Rock State Park Water Supply System.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: (1) Lack of materials - Materials were ordered from United Pipe & Supply on 4/26/77, (right after award of bid, signing of contract, reciept of performance bond and R & R Ins.). Materials were not received until 7/6/77. Please see attached letter and invoice copies.

(2) 15 to 18 days of extreme bad weather and mud on slopes between 5/1/77 and 6/3/77.

(3) Extra work orders #1 2 3 & 4, see attached copies.

Respectfully submitted,

R.A. Routhier & Sons, Gen. Contrs.
Contractor

By Nancy C Routhier
Nancy C. Routhier, Secretary

CONSENT OF SURETY

Date August 1, 1977

We, American Fidelity Fire Insurance Company, C/O Northwest Bonding Agency, P.O. Box 1448, Beaverton, Oregon 97005, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

Dennis V. Gilbert

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8509 Contractor R.A. Routhier & Sons

Highway

Section Rooster Rock State Park

Kind of Work Water Supply System

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows: I recommend the Completion date be extended from June 10th to July 11th, 31 days on this project for the following reasons.

1. Delivery delays of materials. The Hydroneumatic compression tanks and 1½" Clayton Valves are not stocked in Portland. The tanks were ordered May 17th and arrived in Portland July 6th. The Clayton Valves were ordered May 9th and received by the contractor July 5th.
2. Weather conditions. This project was contracted on a very tight schedule. The May weather encountered was not what a contractor could reasonably expect for May. It rained on the project the following days in May-1,2,3, 4,5,6,8,10,14,15,16,17,23,24,26,27,28,30&31st.
3. Extra work orders No.1 thru No.4 consumed about 6 workdays.

Recommended for Approval:
As noted in letter

Marvin Croft
Division Engineer

Construction Section recommends a complete time extension of 31 days to delete all liquidated damages, because of delay in delivery of materials and Extra Work Orders (1, 2, 3 & 4).

Construction Engineer or ~~Bridge Engineer~~

H. S. Coulter
State Highway Engineer

Contract No. 8509

Project designation Rooster Rock State Park

State-Federal BOR

Date awarded April 18, 1977

Work started April 26, 1977

Per cent completed 100% July 11, 1977 Date

Specified Completion Date ~~No. of Workdays Allowed~~ June 10, 1977

Actual Completion ~~No. of Workdays Used~~ July 11, 1977

No. of Added Workdays Requested 31

SP*6296-734

#3509

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. W. Head
Commission and Staff Services

DATE: May 24, 1977

FROM: for Gary A. Scott Diane Charette
State Recreation Director

SUBJECT: Amendment to the Project
Rooster Rock State Park Water Line
Multnomah County, O.P. 1210
BOR 41-00874

The Bureau of Outdoor Recreation has approved the amendment to the above-named project. A copy of the amendment is attached for your information and records.

GAS:psp
Attachment
cc: Jim Cavanaugh w/enc.
Larry Jacobson w/enc.
Warren Gaskill w/enc.
Ray Leavitt w/enc.
Arnie Slack w/enc.

[illegible]
C. W. HEAD

81-125-1387

UNITED STATES
DEPARTMENT OF THE INTERIOR
Bureau of Outdoor Recreation

State Oregon (Mul[illegible]mah County)

Project Amendment No. 41-00874.1

AMENDMENT TO PROJECT AGREEMENT

THIS AMENDMENT TO Project Agreement No. 41-00874 is hereby made and agreed upon by the United States of America, acting through the Director of the Bureau of Outdoor Recreation and by the State of Oregon, pursuant to the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964).

The State and the United States, in mutual consideration of the promises made herein and in the agreement of which this is an amendment, do promise as follows:

That the above-mentioned agreement is amended by adding the following:

Item	Change from	Change to
Total cost	$40,000	$91,000
Fund support	50%	50%
Fund amount	20,000	45,500
Cost of this stage	40,000	91,000
Assistance this stage	20,000	45,500

There is no change in the project scope or time limits.

In all other respects the agreement of which this is an amendment, and the plans and specifications relevant thereto, shall remain in full force and effect. In witness whereof the parties hereto have executed this amendment as of the date entered below.

THE UNITED STATES OF AMERICA

By ______________________
(Signature)

Asst. Regional Director
(Title)

Bureau of Outdoor Recreation
United States Department of the Interior

Date 5/10/77

STATE

Oregon
(State)

By Gary A Scott
(Signature)

Gary A. Scott
(Name)

State Recreation Director
(Title)

BOR 8-92a
(Rev. Mar. 1967)

OMB NO. 80-R0184

PART III – BUDGET INFORMATION – CONSTRUCTION

SECTION A – GENERAL

1. Federal Domestic Assistance Catalog No. 15.400

2. Functional or Other Breakout . . . . ____________

SECTION B – CALCULATION OF FEDERAL GRANT

Cost Classification	Use only for revisions		Total Amount Required
	Latest Approved Amount	Adjustment + or (-)	
1. Administration expense	$	$	$ 1,000
2. Preliminary expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			
5. Other architectural engineering fees			
6. Project inspection fees			
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			90,000
12. Equipment			
13. Miscellaneous			
14. Total (Lines 1 through 13)			91,000
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			91,000
17. Less: Ineligible Exclusions			
18. Add: Contingencies			
19. Total Project Amt. (Excluding Rehabilitation Grants)			91,000
20. Federal Share requested of Line 19			45,500
21. Add Rehabilitation Grants Requested (100 Percent)			
22. Total Federal grant requested (Lines 20 & 21)			45,500
23. Grantee share			45,500
24. Other shares			
25. Total project (Lines 22, 23 & 24)	$	$	$ 91,000

OMB NO. 80-R0184

SECTION C – EXCLUSIONS

Classification	Ineligible for Participation (1)	Excluded from Contingency Provision (2)
26		
a.	$	$
b.		
c.		
d.		
e.		
f.		
g. Totals	$	$

SECTION D – PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE

27. Grantee Share	$
a. Securities	
b. Mortgages	
c. Appropriations (By Applicant)	45,500
d. Bonds	
e. Tax Levies	
f. Non Cash	
g. Other (Explain)	
h. TOTAL – Grantee share	45,500
28. Other Shares	
a. State	
b. Other	
c. Total Other Shares	
29. TOTAL	$ 45,500

SECTION E – REMARKS

PART IV PROGRAM NARRATIVE (Attach – See Instructions)

8509

STATE OF OREGON

INTERO CE MEMO

TO: C. W. Head
Commission and Staff Services

DATE: April 29, 1977

FROM: Gary A. Scott
State Recreation Director

SUBJECT: Project Agreement
Rooster Rock Water Line
Multnomah County, O.P. 1210
BOR 41-0084

Attached is a copy of an agreement from the Bureau of Outdoor Recreation for the above-named project. The agreement is between the State of Oregon through the Oregon State Highway Division and the Federal Bureau of Outdoor Recreation of the U.S. Department of the Interior.

This should bring your records up to date.

GAS:psp
Attachment
cc: Jim Cavanaugh
Ray Leavitt
Larry Jacobson
Warren Gaskill
Arnie Slack
Larry Rulien
Carroll Keasey
Walt Hart
Duane Ridings
H. M. Fillmore

NOTED
C. W. HEAD

EXHIBIT A

UNITED STATES DEPARTMENT OF THE INTERIOR
Bureau of Outdoor Recreation
Land and Water Conservation Fund Project Agreement

State Oregon (Multnomah County)	Project Number 41-00874 (O.P. 1210)

Project Title Rooster Rock Park Water Line

Project Period MAR 18 1977 to 6-30-79

Project Scope (Description of Project)

Construct approximately 2 1/2 miles of water line to supply water to Rooster Rock State Park by connecting to the Corbett Water District.

The project also includes State administrative costs estimated at $1,000. Preagreement cost incurred from September 1, 1976 to date of project approval in amount not to exceed $500 shall be allowable under this agreement.

Project Stage Covered by this Agreement

Not Applicable

Project Cost

Total Cost	$ 40,000
Fund Support	50 %
Fund Amount	$ 20,000
Cost of this Stage	$ 40,000
Assistance this Stage	$ 20,000

The following attachments are hereby incorporated into this agreement:

1. General Provisions (Dec. 1965)
2. Project Proposal
3. ____
4. ____

BOR 8-92
(Rev. April 1974)

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually agree to perform this agreement in accordance with the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964), and with the terms, promises, conditions, plans, specifications, estimates, procedures, project proposals, maps, and assurances attached hereto and hereby made a part hereof.

The United States hereby promises, in consideration of the promises made by the State herein, to obligate to the State the amount of money referred to above, and to tender to the State that portion of the obligation which is required to pay the United States' share of the costs of the above project stage, based upon the above percentage of assistance. The State hereby promises, in consideration of the promises made by the United States herein, to execute the project described above in accordance with the terms of this agreement.

The following special project terms and conditions were added to this agreement before it was signed by the parties hereto: That this agreement is in accord with the approved project proposal which is hereby incorporated by reference.

This agreement is not subject to the provisions of Section B.2(d) of the attached General Provisions, dated December, 1965.

Crown Point State Park was acquired in 18 parcels between August 1938 and December 1965.

Portland Women's Forum Park was acquired in 2 parcels in October 1962 and January 1970. The 1970 acquisition was BOR project 41-00219.

Rooster Rock State Park was acquired in 10 parcels between June 1937 and April 1956.

In witness whereof, the parties hereto have executed this agreement as of the date entered below.

THE UNITED STATES OF AMERICA

By ____________
(Signature)

Asst. Regional Director
(Title)

Bureau of Outdoor Recreation
United States Department of
the Interior

Date 3/18/77

STATE

Oregon
(State)

By ____________ ✓
(Signature)

Gary A. Scott
(Name)

State Recreation Director
(Title)

INT: 4804-75

8504

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 14, 1977

FROM: Larry Jacobson, Assistant
State Parks Superintendent

SUBJECT: Rooster Rock State Park
Water Line Installation

TO: Edgar Johnson
Special Studies and Cost Engineer

We have analyzed the low bid for contract installation of the water line at Rooster Rock State Park. The bid total of $49,966 was 39% over the engineering estimate of $36,049.50. Most of the increase is reflected in the major bid item for installation of the 4-inch PVC water pipe. The unit estimate was $1.50, while the low bid was $2.58. This was substantially the same as the next two lowest bids. Discussion with the Resident Engineer revealed that bidders were concerned about placement of bedding material around the pipe because of the topography, and apparently took this into account on their unit bid for that item.

We would like to award the bid based on the following:

The three lowest bidders were uniform in their unit bid for the 4-inch waterline installation item. There are no changes that can be made in the plans to encourage a lower bid.

Time is of the essence. With the low water levels anticipated at other water based recreation areas throughout the state, we expect record visitor levels at Rooster Rock. It is imperative that this project be completed before the primary recreation season begins.

Originally, we proposed to force account the project with general service bids for material at a total cost of $33,439. It was decided at a DOT Operations staff meeting that it should instead be contracted.

Delay would put the project into the next biennial budget period, which is much more restrictive in availability of park betterment money.

If I can provide further information, please let me know.

LJ:aw

cc: Fed Klaboe
Scott Koulter
David Talbot
Warren Gaskill
Frank Stiles
Ray Leavitt

RECEIVED
STATE HWY ENGR
APR 15 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

4 15 77
c) [illegible]

8509(#1)

ROBERT W STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

January 4, 1977

TO Executive Department
Federal Aid Coordination Unit

Columbia Region Association of
Governments
527 S.W. Hall Street
University Center Building
Portland, Oregon 97201

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for
State Admin. Dist. No. 2
Section: Rooster Rock State Park Water Line (OP 1210)
Highway: Eight Miles East of Troutdale
County: Multnomah

In accordance with the requirements of Circular No. A-95 of the Bureau of the Budget of the U.S. Government, attached are Notices of Intent for the subject project for your review and comment.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be January 25, 1977. If additional information is desired, please contact Gary A. Scott, phone 378-6596.

BLG: re
Attachments

~~cc: H. S. Coulter~~
D. G. Talbot
J. H. Versteeg
R. E. Royer
J. B. Boyd
Gary Potter

Region Engineer: E. L. Hardt
District Engineer: W. W. Geibel
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
JAN 7 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 — 12] **APPLICANT** [45: Oregon State Highway Division — 46] **DIVISION** [79: State Parks Branch

03 — 12] **APPLICANT ADDRESS** STREET [45: 525 Trade St. S.E. — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 — 12] **CONTACT PERSON** [45: Gary A. Scott — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6596

01 — 12] **PROJECT TITLE** [71: Rooster Rock State Park Water Line (OP 1210)

11 — 12] **PROJECT LOCATION—CITY**: 8 mi east of Troutdale — **PROJECT LOCATION—COUNTY**: Multnomah — **PROJECT LOCATION** [79: SEC: 25,TIN,R4E
30,TIN,R5E

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Construct about 2-1/2 miles of 4" water line to supply water to Rooster Rock State [71

06 12] Park. A connection will be made to the Corbett Water District 10" main at Portland [71

07 12] Womens Forum Park on the Crown Point Highway. Except for a railroad crossing, [71

08 12] all of the line will be on public road right-of-way or on State Park property. This [71

09 12] is a State Parks project. [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
20,000		20,000			40,000

13 — 12] **TYPE OF OTHER FEDERAL FUNDS** (See 12B) [45 — 46] **TYPE OF OTHER NON-FEDERAL FUNDS** (See 12E) [79

14 — 12] **FEDERAL PROGRAM TITLE** [71: Land and Water Conservation Fund

15 — 12] **FEDERAL AGENCY NAME** [45: Dept. of the Interior — 46] **FEDERAL SUB-AGENCY NAME** [79: Bureau of Outdoor Recreation

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☐ 29 No ☒ 30 Date: ______	Yes ☒ 31 No ☐ 32	Yes ☒ 33 No ☐ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: January — 43] DAY [44: 25 — 45] YEAR [46: 1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐ NA

III. Explain deviations if any, from pertinent plans.

NONE

IV. Federal Catalog number (or Public Law no. and title) 15.400 (PL 88-578)

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☒ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$ 20,000

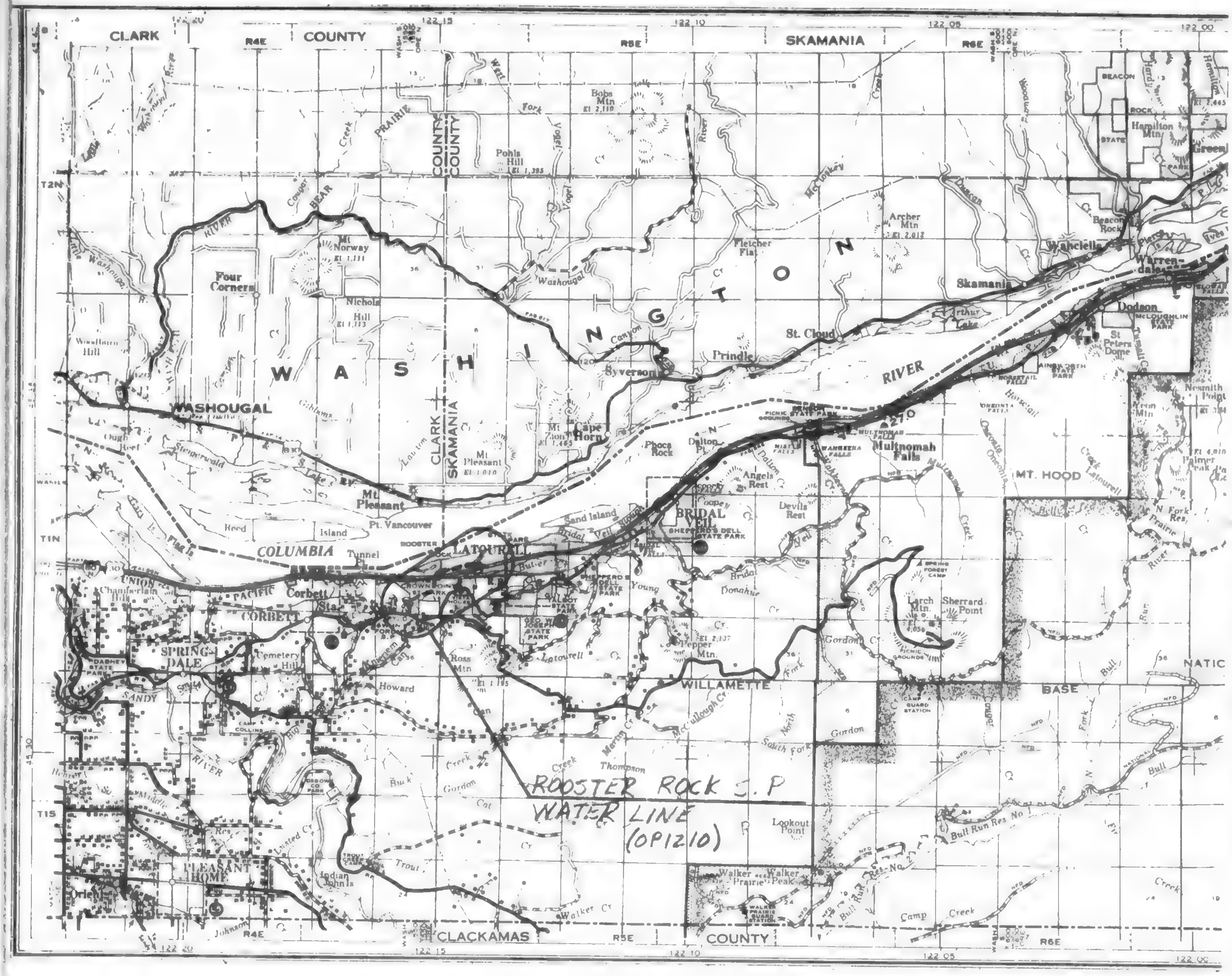
(c) FUNDING METHOD

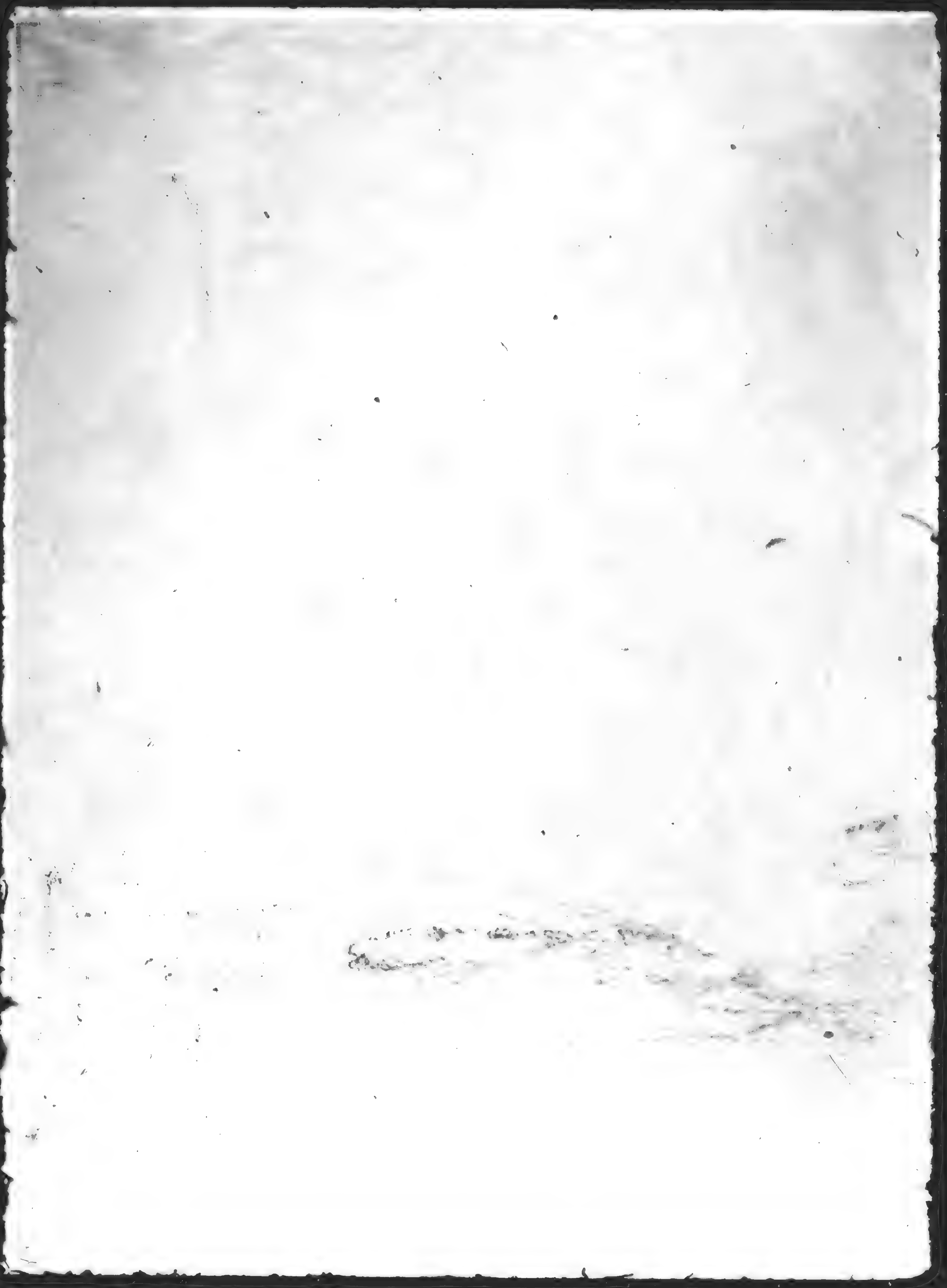
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	% 50	$ 20,000	% 50	$ 20,000	% 100	$ 40,000
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☒ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☒

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS


CLARK COUNTY
SKAMANIA
WASHINGTON
WASHOUGAL
Four Corners
Mt Norway
Nichols Hill
Bobs Mtn
Pohls Hill
Archer Mtn
Fletcher Flat
Skamania
Wahclella
Warrendale
Dodson
St. Cloud
Prindle
Syverson
Cape Horn
Mt Zion
Mt Pleasant
Phoca Rock
Dalton Pt
Angels Rest
Devils Rest
Multnomah Falls
MT. HOOD
BRIDAL VEIL
Sand Island
Reed Island
Pt. Vancouver
COLUMBIA
RIVER
LATOURELL
Corbett
CORBETT
SPRINGDALE
Cemetery Hill
Ross Mtn
Howard
Larch Mtn.
Sherrard Point
Pepper Mtn.
WILLAMETTE
BASE
Thompson
Lookout Point
Walker Prairie
Walker Peak
Bull Run Res. No 1
Bull Run Res. No 2
Camp Creek
PLEASANT HOME
Orient
CLACKAMAS COUNTY
R4E
R5E
R6E
T2N
T1N
T1S
122 15
122 10
122 05
122 00
ROOSTER ROCK S.P
WATER LINE
(OP1210)



8510 Enterprise Rock Prod. Proj. 1977
E. of Joseph on the Little
Sheep Creek Hwy.

8510

9

July 22, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On July 20, 1977, we wrote to you concerning release of final payment on Contract No. 8510 awarded to DeAtley Corporation for the Enterprise Rock Production Project on the Little Sheep Creek Highway in Wallowa County.

Final payment on this contract is $500 and the total contract amount is $75,415.85. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc DeAtley Corporation
P. O. Box 648
Lewiston, ID 83501

Idaho Insurance Agency
Box 259
Lewiston, ID 83501

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8510

Final Report # 7

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Enterprise Rock Production

WEEK ENDING: June 17, 1977

SECTION PREFIX: 32-8308

HIGHWAY: Little Sheep Creek

COUNTY: Wallowa

NAME OF JOB: Enterprise Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: [illegible] De Atley Corporation

CONTRACT NUMBER: 8510

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 18, 1977

DATE WORK STARTED: May 2, 1977

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN: 4 SUPERVISION 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: July 31, 1977

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 79,005.00

EXCLUSIVE OF ENGINEERING: $ 72,105.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 72,105.00

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 1.6 %

ENGINEERING AUTHORIZATION: $ 6,900.00

ENGINEERING COST TO DATE: $ 4,760.16
This Week $1,082.13

PERCENT OF AUTHORIZATION: 69.0 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 109.5

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 101.6 ~~109.5~~

DATE PROJECT WAS COMPLETED: June 14, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

D-8 cat.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	12	Ptly cldy			
MONDAY	13	Ptly cldy, warm			
TUESDAY	14	Ptly cldy, warm			
WEDNESDAY	15	Ptly cldy, warm			
THURSDAY	16	Ptly cldy, warm			
FRIDAY	17	Ptly cldy			
SATURDAY	11	Ptly cldy			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12	No activity
13 MONDAY	Shaping up pit & surrounding area, moving out crusher & equipment.
14 TUESDAY	Shaping & move out completed.
15 WEDNESDAY	No activity
16 THURSDAY	No activity
17 FRIDAY	No activity
11 SATURDAY	No activity

REMARKS

Status: Project completed.

Semi-final submitted to Region 6/14/77.

SIGNED Joseph A. Schlieski LOCATION LaGrande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8511 Fat Elk Creek-Pulaski Creek 1977
Sec. of the Coquille-Bandon Hwy.
(Grading, paving & struc.(2)

8511 7

STATE COPY

☆U.S. GOVERNMENT PRINTING OFFICE: [illegible] 732 - 628

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

4 [illegible] 79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Coos	DIVISION Oregon
DATE OF REPORT 4-10-79	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. BRF-F-50(1)
COMPLETION DATE 10-17-77	ACCEPTANCE DATE BY CONTRACT AGENCY 3-9-78	TIME ELAPSED See below %	CONTRACT TIME See below
APPROVED EXTENSIONS See below	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
APR 1 - '79
RE[illegible]
Keasey
FOR
Info	[illegible]	R/D	D/R	[illegible]	Act	File

71

cy to Keasey

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FAT ELK CREEK-PULASKI CREEK SECTION
COQUILLE-BANDON HWY.
Grade, Pave, & Structures

Project Description

This project was done entirely using the metric system and provided for grading and paving necessary to widen the existing roadway to 23.6 metre travel lanes with 2.4 metre shoulders. The existing two structures were replaced by new reinforced concrete structures 48 metres and 70 metres in length with the roadway width of 12.2 metres.

Contract Time

The contract was broken into two phases (A and B), each phase having a separate calendar date completion of September 2, 1977 and September 30, 1977 respectively. The State allowed a 10-day time extension on Phase A and a 17-day time extension of Phase B, leaving liquidated damages for 7 days.

COPY SENT
APR 17 1979

Costs

The entire program amount overran the original amount 1.3 percent.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE [illegible] Signed by [illegible] LOWE T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer C. K. Hossner	
TITLE Area Engineer	DATE 4-10-79	TITLE Field Operations Engineer	DATE 4-10-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8511 - 6 State

FORM APPROVED
OMB NO. 04-R2274

RCS HNG-30-02

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(FHPM Vol. 6; CH. 4; Sec. 1; Sub. 9)

ALL *To be completed by Washington Headquarters Personnel*

2 4 | 5 8 | 9 12 | 13 15
16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE * OREGON	COUNTY COOS	FEDERAL PROJECT NO. * BRF-F-50(1)	* URBAN ( ) RURAL (x)

CARD A

ITEM	DESCRIPTION	UNIT	ROADWAY	BRIDGE *(Over 20 ft.)*	
	CONSTRUCTION TYPE CODES		6201	X080 X020	DATE STARTED * 6/20/77
20	FINAL CONSTRUCTION COST*	DOL.	230,307	355,966	DATE COMPLETED * 10/17/77
21	LENGTH OF PROJECT	Km	.0732	.0137	TOTAL NO. BRIDGES Two (2)

PART B *(To be completed by contractor – See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
	30	LABOR * *(Roadway and Bridges Combined)*		TOTAL MAN HOURS 4811	GROSS EARNINGS 38,670
CARD B	22	TOTAL COST OF ALL MATERIALS & SUPPLIES *	DOL.	176,559	231,712
	9	PETROLEUM PRODUCTS *	Imper. GAL.	2,134	1500
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON.		
	92		CU. Metre	966	
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THSD. BD. FT.		1
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	KG ~~LB.~~		83,835
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	KG ~~LB.~~		30
CARD E	11	READY-MIXED CONCRETE	CU. ~~YD.~~ Metre		1882
	12	PREMIXED BITUMINOUS PAVING MATERIALS	Metric TON	3,114	
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	KG ~~LB.~~		26,058
	17	FENCING	LIN. ~~FT.~~ Metre	734	
	18	GUARDRAIL	LIN. Metre	197	
	19	BRIDGE RAIL	LIN. ~~FT.~~ Metre		273
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	3,290	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	25	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 | 53 61 | 62 70 [redacted]

CULVERT ITEMS

CARD	ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
CARD H	6	CORR. STEEL CULVERT	
		-0-	
CARD J	13	CONCRETE PIPE	
		-0-	
CARD K	14	CLAY PIPE AND DRAIN TILE	
		-0-	
CARD L	25	CORR. ALUMINUM CULVERT	
		-0-	
CARD M	26	CAST IRON PIPE	
		-0-	

* MUST BE REPORTED ON ALL REPORTS   REVIEWED BY: DATE:

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(Rev. 3-77)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract must be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the final construction cost. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

8511 8

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-141		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Coos
MODIFICATION NUMBER 3	3-29-79	Project Number BRF-F-50(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 21, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	BRF 411,528 $ F 260,730	BRF 402,862 $ F 260,730
Federal funds	BRF 308,646 $ F 223,706	BRF 302,146 $ F 223,706
Other revisions		

This modification is made for the following reasons:

To release obligated appropriation code 115 funds based on latest bridge cost estimate.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of March, 19 77.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Asst. State Highway Engineer
(Title)

Byxx For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen. File

Oregon State Highway Division
Salem, Oregon March 22, 1979

Federal Aid Project
No. BRF-F-50(1)

Fat Elk Creek-Pulaski Creek Section
Coquille-Bandon Highway
Coos County

Revised Project Agreement

Type Code PE Preliminary Engineering	All Required	$ 10,000.00
Type Code 6201 Roadway (Sta. 28+40 to Sta. 35+80) Subtotal of previous estimate of January 3, 1978		$255,730.00
Type Code X080 Pulaski Creek Bridge, Br. #1058A (Sta. 30+23 to Sta. 30+71) Subtotal of previous estimate of May 11, 1978		$155,409.18
	Engineering	20,202.82
		$175,611.00
Type Code X020 Fat Elk Creek Bridge, Br. #1059A (Sta. 33+17 to Sta. 33+87) Previous Estimate May 11, 1978		$202,765.00
Revised Estimate March 21, 1979		$194,099.00
	Decrease	$ 8,666.00
	Subtotal	$194,099.00
	Engineering	28,152.00
	Total	$222,251.00

Length of Roadway	0.118 mile
Length of Structures (2)	0.022 mile
Total	0.140 mile

Cost of Roadway Per Mile. $2,167,203.30

SUMMARY OF FUNDS

Description	Funding	Total Cost	Federal Funds	State Funds
P.E.	Cons. Pri. (85.8%)	$ 5,000.00	$ 4,290.00	$ 710.00
P.E.	BRF (75%)	5,000.00	3,750.00	1,250.00
Subtotal		$ 10,000.00	$ 8,040.00	$ 1,960.00
Roadway Const.	Cons. Pri. (85.8%)	$255,730.00	$219,416.00	$ 36,314.00
Structures	BRF (75%)	397,862.00	298,396.00	99,466.00
Total		$663,592.00	$525,852.00	$137,740.00

Group 1: Cons. Pri. 38%
Group 2: BRF 62%
Contract No. 8511
Prefix No.: 106-1045
Prefix No.: 106-1914

8511

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-29	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	m Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
MODIFICATION NUMBER 2	1-10-78	County Coos
		Project Number BRF-F-50(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 21 , 19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	BRF 411,528 $ F 229,260	BRF 411,528 $ F 260,730
Federal funds	BRF 308,646 $ F 196,705	BRF 308,646 $ F 223,706
Other revisions		

This modification is made for the following reasons: To include increase in bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10 day of January , 1978 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Kunow
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

58717

Gen. Files

Oregon State Highway Division
Salem, Oregon, January 3, 1978

Federal Aid Project
No. BRF-F-50(1)

FAT ELK CREEK-PULASKI CREEK SECTION
COQUILLE-BANDON HIGHWAY
COOS COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$ 10,000.00

Type Code 6201
Roadway (Sta. 28+40 to Sta. 35+80)

Subtotal on previous estimate of May 11, 1977	$197,585.40

Previous Estimate

Embankment in Place	4,765 Cu. Metre	$ 4.80	$ 22,872.00
25mm-0 Aggregate Base	600 Cu. Metre	12.05	7,230.00
Keyed Riprap, Class 800	1,780 Cu. Metre	9.38	16,696.40
			$ 46,798.40

Revised Estimate

Embankment in Place	8,300 Cu. Metre	$ 4.80	$ 39,840.00
25mm-0 Aggregate Base	965 Cu. Metre	12.05	11,628.25
Keyed Riprap, Class 800	2,459 Cu. Metre	9.38	23,065.42
			$ 74,533.67

Increase	$ 27,735.27
Subtotal	$225,320.67
Engineering	30,409.33
Total	$255,730.00

Structures same as total on May 11, 1977 Estimate	$406,528.00

Length of Roadway -	0.118 mile
Length of Structures (2) - - - - - - - - - - - - - - - - -	0.022 mile
TOTAL	0.140 mile
Cost of Roadway Per Mile - - - - - - - - - - - - - - - - -	$2,167,203.30

Oregon State Highway Division

Federal Aid Project
No. BRF-F-50(1)

SUMMARY OF FUNDS

Description	Funding	Total Cost	Federal Funds	State Funds
P.E.	Cons. Pri. (85.8%)	$ 5,000	$ 4,290	$ 710
P.E.	BRF (75%)	5,000	3,750	1,250
Subtotal		$ 10,000	$ 8,040	$ 1,960
Roadway Const.	Cons. Pri. (85.8%)	$255,730	$219,416	$ 36,314
Structures	BRF (75%)	406,528	304,896	101,632
TOTAL		$672,258	$532,352	$139,906

Group 1: Cons. Pri. 38%
Group 2: BRF 62%
Contract No. 8511
Prefix No.: 106-1045
Prefix No.: 106-1914

Oregon State Highway Division

Federal Aid Project
No. BRF-F-50(1)

SUMMARY OF FUNDS

Description	Funding	Total Cost	Federal Funds	State Funds
P.E.	Cons. Pri. (85.8%)	$ 5,000	$ 4,290	$ 710
P.E.	BRF (75%)	5,000	3,750	1,250
Subtotal		$ 10,000	$ 8,040	$ 1,960
Roadway Const.	Cons. Pri. (85.8%)	$255,730	$219,416	$ 36,314
Structures	BRF (75%)	406,528	304,896	101,632
TOTAL		$672,258	$532,352	$139,906

Group 1: Cons. Pri. 38%
Group 2: BRF 62%
Contract No. 8511
Prefix No.: 106-1045
Prefix No.: 106-1914

8511

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER: 5-220 + 5-221

PROJECT REPORT NUMBER:

MODIFICATION NUMBER: 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-23-77

Form Approved; O M B No. 04-R2089

State: Oregon

County: Coos

Project Number: BRF-F-50(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 21, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	BRF 5,000 $ F 5,000	411,528 $ 229,260
Federal funds	BRF 3,750 $ F 4,290	308,646 $ 196,705
Other revisions		

This modification is made for the following reasons: To add the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of May, 19 77.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
(Division Administrator)

[illegible]: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Oregon State Highway Division
Salem, Oregon May 11, 1977

Federal Aid Project
No. BRF-F-50(1)

FAT ELK CREEK-PULASKI CREEK SECTION
COQUILLE-BANDON HIGHWAY
COOS COUNTY

Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 10,000.00
Type Code 6201			
Roadway (Sta. 28+40 to Sta. 35+80)			
Mobilization	All Required		$ 24,400.00
Temporary Protection & Direction of Traffic	All Required		1,000.00
Temporary Signs	23 sq.metre	66.00	1,518.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	23 lin.metre	15.00	345.00
Temporary Barricades	2 each	100.00	200.00
Flagmen	120 hr.	16.00	1,920.00
Clearing & Grubbing	All Required		6,000.00
Removal of Structures & Obstructions	All Required		1,000.00
Embankment in Place	4,765 cu.metre	4.80	22,872.00
Toe Trench Excavation	915 cu.metre	8.20	7,503.00
Finishing Roadbed and Slopes	All Required		3,000.00
Watering	310 kilolitre	5.00	1,550.00
25mm-0 Aggregate Base	600 cu.metre	12.05	7,230.00
Class "B" or Class "C" Asphalt Concrete Mixture	2,980 metric ton	18.00	53,640.00
Class "C" Asphalt Concrete Mixture in Leveling	275 metric ton	24.00	6,600.00
Asphalt Cement in Mixture	195 metric ton	102.00	19,890.00
Guardrail, Type 2A	160 lin.metre	34.00	5,440.00
Guardrail, Type 3	61 lin.metre	56.00	3,416.00
Guardrail Anchors, Type 1	8 each	200.00	1,600.00
Rail End Pieces, Type C	8 each	100.00	800.00
Extra for Asphalt Approaches	2 each	150.00	300.00
Keyed Riprap, Class 800	1,780 cu.metre	9.38	16,696.40
Filter Blanket	550 cu.metre	9.30	5,115.00
Delineators	20 each	20.00	400.00
Roadside Seeding & Mulching	1 hectare	2,100.00	2,100.00
			$194,535.40

Anticipated Items		
Permanent Pavement Striping (S.F.)	All Required	$ 250.00
Temporary Erosion Control (E.W.)	All Required	1,000.00
On-the-Job Trainee (1 @ $800)	All Required	800.00
Maintain Detour (S.F.)	All Required	1,000.00
		$ 3,050.00

Subtotal	$197,585.40
Engineering	26,674.60
TOTAL	$224,260.00

Type Code X080

Pulaski Creek Bridge Br. #1058A (Sta. 30+23 to Sta. 30+71)

Bridge Removal Work	All Required		$ 5,000.00
Structure Excavation	55 cu.metre	15.00	825.00
Furnish Pile Driving Equipment	All Required		2,500.00
Furnish 0.30 metre Prestressed Concrete Piling	302 lin.metre	27.50	8,305.00
Furnish 0.40 metre Prestressed Concrete Piling	432 lin.metre	30.00	12,960.00
Drive Prestressed Concrete Piles	594 lin.metre	13.47	8,001.18
Structural Concrete, Class 23 (38 cm @ $204.00)	All Required		12,500.00
1.22 m. x 15m./20m. Prestressed Slabs	30 each	2,265.00	67,950.00
Reinforcement (2950 kg @ 0.61)	All Required		4,000.00
Reinforced Concrete Bridge End Panels	160 sq.metre	78.00	12,480.00
Four Tube Steel Railing	108 lin.metre	150.00	16,200.00
Asphalt-Rubber Chip Seal	586 sq.metre	8.00	4,688.00
			$155,409.18

Type Code X020

Fat Elk Creek Bridge, Br. #1059A (Sta. 33+17 to Sta. 33+87)

Bridge Removal Work	All Required		$ 6,000.00
Structure Excavation	55 cu.metre	15.00	825.00
Furnish Pile Driving Equipment	All Required		2,500.00
Furnish 0.30 metre Prestressed Concrete Piling	298 lin.metre	27.50	8,195.00
Furnish 0.40 metre Prestressed Concrete Piling	660 lin.metre	30.00	19,800.00
Drive Prestressed Concrete Piles	828 lin.metre	12.50	10,350.00
Structural Concrete, Class 23 (50 cm @ $204)	All Required		12,500.00
1.22 m. x 10m./15m. Prestressed Slabs	11 each	1,730.00	19,030.00
1.22 m. x 15m./20m. Prestressed Slabs	33 each	2,265.00	74,745.00
Reinforcement (3900 kg @ 0.61)	All Required		4,000.00
Reinforced Concrete Bridge End Panels	170 sq.metre	78.00	13,260.00
Four Tube Steel Railing	164 lin.metre	150.00	24,600.00
Asphalt-Rubber Chip Seal	870 sq.metre	8.00	6,960.00
			$202,765.00

Subtotal	$358,174.18
Engineering	48,353.82
TOTAL	$406,528.00

Length of Roadway -------------------- 0.118 mile
Length of Structures (2) ------------- 0.022 mile
TOTAL 0.140 mile

Cost of Roadway Per Mile ------------- $1,900,508.47

SUMMARY OF FUNDS

Description	Funding	Total Cost	Federal Funds	State Funds
P.E.	Cons. Pri. (85.8%)	$ 5,000	$4,290	$ 710
P.E.	BRF (75%)	5,000	3,750	1,250
Subtotal		$10,000	$8,040	$1,960
Roadway Const.	Cons. Pri. (85.8%)	$224,260	$192,415	$ 31,845
Structures	BRF (75%)	406,528	304,896	101,632
TOTAL		$640,788	$505,351	$135,437

Group 1: Cons. Pri. 38%
Group 2: BRF 62%
Contract No. 8511
Prefix No.: 106-1045
Prefix No.: 106-1914

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-116 + 3-117	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Coos PROJECT NO. BRF-F-50(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 425 2.7 km W. of Coquille W. 7.4 km

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-8-77	7.4 km
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata BRF - 75%
F - 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
5,000 - BRF $ 5,000 - F	3,750 - BRF $ 4,290 - F

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)

For: G. L. Green

Date executed by Division Engineer ____________________

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

4-1221

Federal Aid Project
No. BRF-F-50(1)

Oregon State Highway Division
Salem, Oregon March 11, 1977

FAT ELK CREEK-PULASKI CREEK SECTION

COQUILLE-BANDON HIGHWAY IN COOS COUNTY

Project Agreement Estimate

Type Code P.E. Preliminary Engineering	All Required	$10,000.00
	TOTAL	$10,000.00

Length of Project - - - - - - - - 7.4 km

SUMMARY OF FUNDS

Description	Fund		Total Cost	Federal Funds	State Funds
P.E.	Consol. Prim.(85.8%)		$ 5,000.00	$ 4,290.00	$ 710.00
"	BRF (75%)		5,000.00	3,750.00	1,250.00
		Subtotal	$ 10,000.00	$ 8,040.00	$ 1,960.00
Retain in Program					
Roadway Construction	Consol. Prim (85.8%)		270,000.00	231,660.00	38,340.00
Structures	BRF (75%)		500,000.00	375,000.00	125,000.00
		Subtotal	$770,000.00	$606,660.00	$163,340.00
		TOTAL	$780,000.00	$614,700.00	$165,300.00

P.E. Group 1 Prim. 50%, Group 2 BRF-50%

Prefix 106-1914

8511 2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8511

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 11, 1978

MDGlenn

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO THE FILE

SUBJECT: Fat Elk Creek-Pulaski Creek
Coquille-Bandon Highway
FAP No. BRF-F-50(1)
Contract No. 8511
Recomputed Price Adjustment for
Non-Spec. A.C. Mixture

The price adjustment for non-spec. Class "C" A.C. mixture has been recomputed in accordance with our March, 1978 agreement with FHWA:

Bid Item	Amount P.A. #5	Recomputed Amount
P.A. #3 - Mod. Class "C" A.C. Mix	$350.00	$465.68

The difference in amounts is $115.68. The amount to be credited to the project on a non-participating basis is $57.84.

MDG:fr

Att.

cc: H. S. Coulter (w/att.)
FHWA "
Alfred Shirley, Jr. "
Bob Church "
Files "

RECEIVED
STATE HWY ENGR
APR 13 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H.S.COULTER

8511   8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 11, 1978

FILE: CON 5 #8511

M Glenn

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO ~~TO~~ THE FILE

SUBJECT: Fat Elk Creek-Pulaski Creek
Coquille-Bandon Highway
FAP No. BRF-F-50(1)
Contract No. 8511
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MDG:fr

Att.

cc: H. S. Coulter (w/att.)
FHWA "
Alfred Shirley, Jr. "
Bob Church "
Files "

RECEIVED
STATE HWY ENGR
APR 13 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H.S. COULTER

Compute Credit to FHWA

Recomputed 3/2? 80 [illegible]

734-1160 (Rev. 8-73)

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Fat Elk Creek - Pulaski Creek **Date** February 1, 197

Highway Coquille - Bandon **Contract No.** 8511

County Coos **Prefix** 106-1045

Contractor Donald W. Thompson, Inc. **F. A. Project No.** BRF-F-50(1)

Address P. O. Box C, North Bend, Oregon 97459 **Price Agreement No.** 5

For the below described extra work or extra material to be performed or furnished under the contract above referred to, t contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and accordance with the instructions of the engineer.

Work to be done: Reduction in payment to contractor for non-specification materials.

Locations by station numbers: Throughout the project.

Names of pay items, estimated quantities and agreed prices:

Lump Sum Reduction - $ 550.00

Non-specification Modified Commercial Class "C" Asphaltic Concrete Mixture, Price Agreement No. 3.

(Price Reduction Computations Attached)

Specifications, basis of measurement and other provisions: Lump Sum Reduction, as per Section 105.03 of the Standard Specifications for Highway Construction, Oregon 1974.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization $631,334.02

Present estimate of project cost, including $ - 550.00 for work under this order $643,523.18

Expected ~~under-run~~ over-run (amount) . . . . . $ 12,179.96

Expected ~~under-run~~ over-run (per cent) 1.92

Space to right of this line is for use of Salem Office

Submitted by: Eugene H. [illegible] Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval recommended - McL[illegible]

Signed David W Thompson Contract

Donald W. Thompson, Inc.

Approved Deputy State Highway Engineer Assistant State Highway Engineer Office Engineer

SP*79603-734

OK

[illegible] 8, 78

SUMMARY of FAILING TESTS RESULTS for Class C [illegible] BIT MIX

Class (B, C, E, PMBB)

9

Elk Creek- Pulaski Creek

SHIFT AVERAGE OF TESTS																MIX USED out of Specs.	AGGREGATE				ASPHALT	SE, LL, PI
	Passing 1/2"		Passing 1/4"		Passing #10		Passing #40		Passing #200				SE. LL. PI		Asphalt		In Mix		Out Specs		Out Specs	Out Specs
	%		%		%		%		%		%				%		100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	Col. 10x11 / 100	Col. 8x13
																	%	Tons	%	Tons	Tons	Tons
Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs						
1		2		3		4		5		6		7		8	9	10	11	12	13	14	15	16	17
					39	1.0									6.6		498.97	93.2	466.0	1.0	4.7	—	—
				[illegible]	1+2	1.0									6.5		495.61	93.[illegible]	[illegible]	1.0	4.6		
			66	4.0	(Represents [illegible] Edg [illegible] min [illegible])										6.3		266.3	93.7	249.5	4.0	10.0		
					39	1.0	(Represents 1 [illegible]						71	[illegible])	6.3		71.6	92.7	66.5	1.0	0.7		
														TOTALS FAILING →			1331.88				20.0		

[illegible] allowable Failing Tonnage that can be used without Penalty = 3,114.26 × 0.15 = 467.14 Tons

Failing Exceeds Allowance: Therefore price reduction must be made.

Aggregate: 20.0 × $17.50 (Bid Price) = $350.00

Total Price Reduction = $350.00

OK [illegible]

[illegible] 2-1-77

opy plus other substantiating data with price agreement.

SUMMARY of FAILING TESTS RESULTS for Class C [illegible] BIT MIX

Class (B, C, E, PMBB)

Section Fat Elk Creek- Pulaski Creek

	SHIFT AVERAGE OF TESTS																			MIX USED out of Specs.	AGGREGATE			
Sieve Size	Passing 3/4"		Passing 1/2"		Passing 1/4"		Passing #10		Passing #40		Passing #200				SE, LL, PI		Asphalt				In Mix		Out Specs	
	%		%		%		%		%		%		%				%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100
Date	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons
		1		2		3		4		5		6		7		8	9	10	11	12	13	14	15
9-16-77							39	1.0									6.6		498.97	93.4	466.0	1.0	4.7
9-21-77						0+4 / 2	1+2	1.0									6.5		495.61	93.5	[illegible]	1.0	4.6
9-22-77					66	4.0	(Represents [illegible]							[illegible])			6.3		266.3	93.7	249.5	4.0	10.0
9-22-77							39	1.0	(Represents [illegible]						71	[illegible])	6.3		71.6	93.7	66.5	1.0	0.7

Minimum allowable Failing Tonnage that Can be Used without Penalty = 3,114.26 x 0.15 = 467.14

Failing Exceeds Allowance: Therefore price Reduction must be made.

Aggregate: 20.0 x $17.50 (Ag. Price) = $350.00

Total Price Reduction = $350.00

OK

2-1-77

TOTALS FAILING →	1331.88	20.0

it original copy plus other substantiating data with price agreement.

9511

SUMMARY of FAILING TESTS RESULTS for "C" Mod. BIT MIX

Class (B, C, E, PMBB)

Elk Cr - Pulaski Cr

Recomputed for FHWA 3/20/78

SHIFT AVERAGE OF TESTS																MIX USED	AGGREGATE				ASPHALT	SE. LL. PI
3/4"		1/2"		1/4"		#10		#40		#200		SE. LL. PI		Asphalt			In Mix		Out Specs		Out Specs	Out Specs
%		%		%		%		%		%				%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	Col. 10x11 / 100	Col. 5x13
Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons	Tons	Tons
	2		3		4		5		6		7		8	9	10	11	12	13	14	15	16	17
						40	2							6.6	—	166.32	93.4✓	155.34✓	2	3.11✓		
						41	3							6.6	—	166.32	93.4✓	155.34✓	3	4.66✓		
				68	2									6.7	—	165.61	93.3✓	154.51	2	3.09✓		
						39	1							6.5	—	123.90	93.5✓	115.85✓	1	1.16✓		
						39	1							6.5	—	123.90	93.5✓	115.85✓	1	1.16✓		
						40	2							6.5	—	123.90	93.5✓	115.85✓	2	2.32✓		
				66	4									6.3	—	159.38	93.7✓	149.34✓	4	5.97✓		
						39	1							6.3	—	159.38	93.7✓	149.34✓	1	1.49✓		
				68	2									6.3	—	195.02	93.7✓	182.73✓	2	3.25✓		
														TOTALS						26.21✓		

26.21 x $17.50 = $465.68 ✓

465.68 - $350.00 = 115.68 ÷ 2 = $57.84 ✓

4-10-78
OK

py plus other substantiating data with price agreement

Contract No. 8511 SUMMARY of FAILING TESTS RESULTS for "C" Mod. BIT MIX

Section 1 Fot Elk Cr - Pulaski Cr Class (B. C. E. PMBB)

Recomputed

SHIFT AVERAGE OF TESTS																			MIX USED	AGGREGATE			
Sieve Size			3/4"		1/2"		1/4"		#10		#40		#200		SE. LL. PI		Asphalt			In Mix		Out Specs	
	%		%		%		%		%		%		%				%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100
Date	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons
		1		2		3		4		5		6		7		8	9	10	11	12	13	14	15
9/16/77	#4								40	2							6.6	—	166.32	93.4	155.34	2	3.11
"	#5								41	3							6.6	—	166.32	93.4	155.34	3	4.66
9/20/77	#7						68	2									6.7	—	165.61	93.3	154.51	2	3.09
9/ /77	#13								39	1							6.5	—	123.90	93.5	115.85	1	1.16
"	#14								39	1							6.5	—	123.90	93.5	115.85	1	1.16
"	#15								40	2							6.5	—	123.90	93.5	115.85	2	2.32
9/22/77	#17						66	4									6.3	—	159.38	93.7	149.34	4	5.97
"	#18								39	1							6.3	—	159.38	93.7	149.34	1	1.49
9/23/77	#20						68	2									6.3	—	195.02	93.7	182.73	2	3.65
																	TOTALS						26.61

26.61 × $17.50 = $465.68

465.68 − $35000 = 115.68 ÷ 2 =

4-10-78
OK

inal copy plus other substantiating data with price agreement

8511

March 13, 1978

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On March 10, 1978, we wrote to you concerning release of final payment on Contract No. 8511 awarded to Donald W. Thompson, Inc. for work on the Fat Elk Creek-Pulaski Creek Section of the Coquille-Bandon Highway in Coos County.

Final payment on this contract is $1,150.00 and the total contract amount is $584,522.92 including $6,972.56 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Donald W. Thompson, Inc.
P. O. Box 866
North Bend, OR 97459

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
A. Shirley

8511 9

DONALD W. THOMPSON, INC.
1714 HAMILTON ... P. O. BOX 866
NORTH BEND, OREGON 97459
756-7511

January 20th, 1978

Oregon State Highway Division
Highway Building
Salem, Oregon 97310
Attn: Mr. H.S. Coulter
State Highway Engineer

Dear Sir:

We hereby remonstrate to your letter of January 13th. We strongly feel a hearing should have been held so we could have presented our side. You heard the State peoples story and read the letters they wrote but you did not hear our side. As you know, there are two sides to every story. The State peoples have been around construction for many years, but have no idea of the timing, scheduling and equipment problems we contractors face.

We would rather not have to bring court action to get our point across, but we will if forced to.

Is it true the overrun on this job was of such magnitude that any attempt to comply with the original time schedule was very much out of proportion?

Is it true that if the ground conditions after a rain storm, that makes the new completed fill built to specs, yet so soggy a man sinks in a foot, it should be considered unworkable? Is it normally the case that these conditions should be corrected by sunny drying weather which may take several days?

Your answer will be appreciated.

Respectfully,

DONALD W. THOMPSON, INC.

Donald W. Thompson

Donald W. Thompson
President

DWT/snm

RECEIVED
STATE HWY ENGR
JAN 23 '78
REFER TO
Easley
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig to

8511

8

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
JAN 31 '78
REFER TO
Info Inves R/D Act File

January 30, 1978

NOTED
H.S. COULTER

Donald W. Thompson, Inc.
1714 Hamilton
Post Office Box 866
North Bend, OR 97459

Re: Fat Elk Creek-Pulaski Creek Bridge
Contract No. 8511
Contract Time

Gentlemen:

Your January 20 letter to Mr. Coulter has been referred to me for appropriate action. I reviewed your request, the field reports on it, the Weekly Reports through the project performance time, the contract quantities, added orders and pertinent dates from bid opening to contract completion. Perhaps most important of all, I reviewed the contract specifications and then prepared a recommendation to Mr. Coulter which was approved. This is about the procedure which is followed on all contract time extension requests. There are too many of them to attempt to have a hearing as you suggest on every one as a regular procedure, nor do the specifications require it.

We are always available to review and consider additional information or discuss it with a contractor upon request. Please note the letter from Mr. Coulter invited you to do this with our field people.

A contract time analysis requires facts on chronology, rates of production, quantities and their interrelation. This contract time was expressed in calendar work days. I suggest you review the pertinent specifications on contract time, performance and extension including 108.03, 108.08 and 108.09. Our reports indicate that by August 20 with 73 percent of the overall contract time elapsed, the contract was only half completed and the grading was only 9 percent complete.

I assure you we will be open-minded and objective in considering any additional specific information which you want to offer. I again suggest you do this, however, through either the Resident Engineer or the Region 3 office.

Sincerely,

John A. Bond
Contract Administration Engineer

JAB:fr
cc: H. S. Coulter
James Gix
Eugene Ash

8511

January 13, 1978

Donald W. Thompson, Inc.
Post Office Box 866
North Bend, OR 97459

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8511 for work on Fat Elk Creek-Pulaski Creek Bridge in Coos County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 10 days is granted on the early phase, which will leave seven days of liquidated damages in effect at $200 per day. Also a complete extension is granted on the overall phase of the project. We note that grading work started quite late. Some of the reasons you cite would apparently involve concurrent time or be related more to the overall phase. We relate the Price Agreement 4 piling splicing and the riprap work in the close proximity of the bridges with the early phase and are recognizing them in the 10-day extension.

If you have further questions on this, it is suggested you contact the Resident Engineer or the Region office.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
Alfred Shirley, Jr.
Eugene H. Ash
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8511

Salem, Oregon
January 11, 1978

FROM: John A. Bond
Contract Administration Engineer

SUBJECT: Fat Elk Cr.-Pulaski Cr. Br.
Contract No. 8511
Request for Time Extension

TO: H. S. Coulter
State Highway Engineer

Donald W. Thompson, Inc. requests a 58-day time extension apparently intended to be applicable to both time phases and a variety of reasons. Most obvious is quantity overruns and added work. Some pertinent dates on the project are:

RECEIVED
STATE HWY ENGR
JAN 13 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Bids opened	4-28-77	
Contract sent	5- 5	
Work start	6-20	
Traffic detoured	7- 5	
Grading started	8-22	
Opened to traffic	9-20	
Overall project complete	10-17	17 days liquidated damages on early phase at $200 per day = $3,400, plus 17 days liquidated damages on overall phase at $150 = $2,550.

This project included replacement of two structures with prestressed slab spans and roadway widening and overlay paving in the vicinity (it was contracted in metric units). A plan detour permitting complete closure of the contract work area was specified, but with a provision that it could not be used except between July 5 and September 2. The early phase completion time requirement was tailored to this. It required that through traffic be restored to the highway not later than September 2. Completion of all work was required by September 30.

Both the Resident and the Region are critical of the contractor's scheduling and staffing to accomplish the project within the above limitations. The detour was over a county road and the county became concerned when its use extended longer than intended.

Most of the contractor's discussion refers to the overall phase rather than the early phase. The two significant added orders are for removing some unstable fill and its replacement, and for added fencing. The keyed riprap and toe trench excavation quantities overran and these could be construed as early phase items closely related to the bridge replacements in that this work is at the bridge ends. The toe trench excavation overran 16 percent, keyed riprap 38 percent and filter blanket 22 percent.

The Region recommends a 10-day extension on the early phase which would leave 7 days liquidated damages in effect at $200 per day plus a complete extension on the overall phase. I concur in this and it can be granted participating under delegated authority. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

E-220 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 14th, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 60 days to 118 days, within which to complete our Contract No. 8511, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

(Please see attached letter)

Respectfully submitted,

DONALD W. THOMPSON, INC.
Contractor

By Donald W. Thompson

CONSENT OF SURETY

Date December 19, 1977

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact Edith B. Durkoop

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. .... Contractor ....

Highway ....

Section ....

Kind of Work ....

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 10-day extension of contract time on the early phase which will leave 7 days liquidated damages in effect at $200 per day, plus a complete extension on the overall phase. This is granted because of quantity overruns and added work.

Recommended for Approval:

.... Regional Engineer

.... Construction Engineer or ~~Bridge Engineer~~

.... State Highway Engineer

Contract No. ....

Project designation .... State-Federal

Date awarded ....

Work started ....

Per cent completed .... Date

No. of Workdays Allowed ....

No. of Workdays Used ....

No. of Added Workdays Requested ....

SP*67865-734

Routing
Keasey
Bond
Jackmond
Hopkins
Johnson
Inloes
Richards
Berg
Church
Gebauer
Widmer

RECEIVED
JAN 3 1978
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION

FILE: CON 5

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
December 29, 1977

FROM: JAMES J. GIX
Regional Construction Engineer

SUBJECT: Fat Elk Cr.-Pulaski Cr. Br.
Contract No. 8511
Time Extension Request

TO: C. T. Keasey
Construction Engineer

Herewith copies of time extension request and analysis by Resident Engineer Ash on subject project.

This is a difficult request to analyze since the contractor never did mobilize a work force large enough to complete the project on time. This was particularly evident on the grading items.

From the time of the contract award to the completion date specified, there were 150 calendar days. The overrun in contract quantities in dollars was 4.9%. The overruns then could proportionally justify approximately 7 calendar days.

The other major problem relates to interpretation of part 108.08 of the Contract Special Provisions. What is included in "all work required to restore traffic to the Coquille-Bandon Highway........?" I am sure the intent was to have the roadway complete enough including structures to allow traffic and not require flagmen outside of working hours. With this interpretation, many of the delays mentioned only allude to the part (b) or Sept. 30 completion date.

← this is (a) phase - by Sept. 2.

Using a work force adequate to complete the project, I feel that Ash's allowances are reasonable and could justify 17 days on part (b).

Since the fencing and extra work on grading, rip-rap could have been done after traffic was restored, I would recommend that a maximum of 10 days be granted on (a) and a maximum of 20 days be granted on (b). The additional 3 days could concede delays due to guardrail inspection and any delays caused by salvage materials causing delay.

?- Not necessary. F.D.

jjg/cw
Encl.

cc Gene Ash
F. D. Morrison

Com Sept. 19 (Sept 2.) early phase - 17 @ $200
Final Oct. 17 (Sept. 30.) over-all - 17 @ $150.
(nothing on easement)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Coquille, Oregon

December 22, 1977

SUBJECT: Fat Elk-
Pulaski Cr. Bridge Contract #8511
Time Extension Request

FROM: Eugene H. Ash
Box 716
Coquille, Oregon

TO:
Alfred Shirley
Region Engineer
Roseburg, Oregon

Enclosed is the time extension request from Donald W. Thompson, Inc.

In reply by items of his letter is as follows:

Bid item #3 - Contractor put up the speed riders himself on a weekend. No reason for any additional time.

Bid item #7 - The clearing is never staked before bidding & clearing was flagged before they started this item. No bases for a time extension.

Bid item #9 Embankment in place overran 74%. Estimate 4765 cu. meters, final quantity 8302. One extra road approach added but original quantities did not seem to include any quantities for the road approaches nor for the widening of roadbed for the guardrail flares. This would be bases of extension of 5 days. Then in increased quantities and time would then get us into period of rain during his grading operation which wouldn-t normally have any bases of time increase, but his grading operation was shutdown for one week, wet weather.

Bid item #10 Toe Trench excavation overran 16%.

Bid item #13 25MM-0 Aggregate Base overran 61% , 966 c.meters against 600 c.m. est. One would expect the contractor to haul the overrun in one additional day but the contractor strung it out over two or three.

Bid Item #22 Keyed Rip Rap overran 30% 2,459 c. m. against 1780 c. metres.
Bid Item #23 Filter Blanket overran 24% 680 c.metres against 550 c.m.
This operation was such a piece meal operation, that three additional days would not appear to be out of line.

After 9-13?
7:13.

E.W.O. #1 Excavation of swampy area and backfilling with rip-rap amounted to force account amount of $6864.07. This work should have been completed in not less than five days. It didn't warrant paying overtime rates to work on Sat. since the contractor did not work overtime himself on this project to any extent.

P.A. #4 splice piling would allow three days time although he mentioned only two days. He had to order the steel and epoxy out of Eugene, moved crane to the other bridge and work, then back with crane to set and then let epoxy harden before lining piling to set cap.

You can check with Gary at the region office about any bad elevations for his comment but I don't think these items have any bearing on a time extension. I arrived on the job just ahead of Mr. Thompson one day and had just finished looking at the cutoff elevations at Bent #5 on Fat Elk. I walked down the end fill to talk to Thompson and we walked over to bent #4 and looked at the cutoff elevations which had just shortly before been completed. Together we agreed something looked haywire so I went up and had crew re-shoot the cutoffs and they were one meter too low. It was two days later before he had a saw on the job to even be able to cut the piling off. Just didn't bother to buy a saw and blades and make hookup to make it work until day he needed it. On Pulaski Creek bridge the pile cutoff grades were shot correctly but on setting the caps on bent #1 & 4 , he shot them in two inches low. In checking amount of the piling sticking into the cap, I knew something was wrong and had crew check again. I found out they were 2 inches low and had contractor reblock them. Just took the crane time to rehook, puts some blocking under and release. About an hour or less. If it had been any more he would have been wanting pay. Then the fill under the caps and amount of blocking bearing didn't hold and caps ended up on day of pouring still being down the same 2 inches.

P.A. #2 Fencing could have been done early but the contractor didn't want the fence built so he waited until he was on penalty before they arrived on the project.

The tie rod holes being cast wrong two outside beams, and the handrail bolts being backwards in spacing on same two beams caused more of a delay than any items mentioned but this was a suppliers problem. Handrail on one side had to be sent back to fabricaticatian plants rebuilt and then back to galvanizers.

Contractor tried scheduling the grading equipment onto job for two weeks without sucess as they were working elsewhere but he won't admit this and denies it when confronted.

Under the circumstances I would have to reccommend that the contracter be granted an extension of 17 days on both "A" and "B" although I don't feel he cooperated in trying to finish on time. What overtime he worked was a laugh, contractor's two sons and a foreman for part of two Saturdays.

This would be complete extension,

Yours truly,

Eugene H. Ash

DONALD W. THOMPSON, INC.
1714 HAMILTON ... P. O. BOX 866
NORTH BEND, OREGON 97459
756-7511

December 15th, 1977

Oregon State Highway Division
Mr. Eugene Ash, Resident Engineer
P.O.Box 716
Coquille, Oregon 97423

Re: Fat Elk Creek-Pulaski
Creek Bridges
Contract 8511

Dear Sir:

We hereby request for time extension on Contract 8511 known as Fat Elk Creek-Pulaski Creek Bridges We are asking for a time extension of fifty-eight (58) days

We feel the following explanation is explanatory and justifies the time consideration hereby requested.

Bid Item #3: One day extension - extra signing
Bid Item #7: There were no stakes indicating clearing lines We guessed short so time required far exceeded our projected time We ask five days for this item
Bid Item #9: The amount of embankment on the bid sheet was 4765. The final quantity as per your survey is 8320. We ask fifteen days for additional work. (Section 108.09) We lost six days because of reasonably unpredictable weather.

We were required to remove some embankment from an area as per your request. This was necessary because the toe going into the water would not firm up. This had to be removed and riprap used instead. All wet material had to be hauled to Coquille and dumped. The added embankment needed at this spot and the approach cost us several days for hauling plus cat work and grading. This required ten additional days, as hereby requested.

The added time for extra toe trench and placing of riprap cost ten days which we now ask for.

The added roadbed and rock base was originally bid as 600 mts., and the final total amounts to 966.3. We feel this entitles us to five more days.

There were three piling splices that took two days.

There was delay in getting the guardrails inspected, thus causing us to wait on delivery for eight days.

The state crews did not pick up salvaged materials, causing two days delay from working around it.

The state made some elevation errors for placing caps. We had to remove and reset four which caused two days delay. We lost two days having to get rescheduled and leaving one work area to backtrack and redo the work. I was on the job one day and questioned a cut off elevation marked on one row of pile.

Continued....

Upon checking this elevation, it was found to be low and if not detected could have caused considerable expense.

We feel our request for fifty-eight (58) days extension to this contract is herein verified and equitably justified.

All extra time asked for should be allowed against the highest penalty rate because in no way could that phase of work be completed under the circumstances encountered until they were completed and corrected first.

As you know, we started working on the project under the critical path method. In no way can any path be maintained when over-run of several items are as extensive as we encountered.

We feel very strongly that a meeting should be held so all parties concerned can be properly and thoroughly informed about all phases of the project. Contracts are made as guide lines of doing certain work. Common sense is also an important factor in Christian living.

Respectfully,

DONALD W. THOMPSON, INC.

Donald W. Thompson

Donald W. Thompson
President

DWT/snm

11-1-77

244

FAT ELK CREEK - PULASKI CREEK
Coquille - Bandon Highway

Contract No. 8511
F.A.P. No. BRF-F-50(1)
Contractor: Donald W. Thompson, Inc.

Coos County
Prefix: 106-1045

NARRATIVE REPORT

The project consisted of grading, paving and two structures on 0.47 miles of the Coquille - Bandon Highway in Coos County. The project involved placing 8,302.1 Cu. Metres of Embankment in Place, 3,114.28 Metric Tons of Asphalt Concrete, 966.3 Cu. Metres of 25mm-0 Agg. Base, 2,459.1 Cu. Metres of Class 800 Rip Rap, 196.5 Lin Metres of Guard Rail and Two Concrete Structures.

Since this project was located in Metrics, the construction work was alos done in Metric measurements. We used the hard conversion on all items that we had the proper equipment to do the measuring. Weights on Asphalt etc., had to be converted since the commercial suppliers did not have metric scales. No great problems came up using the Metric System on this project.

The project was awarded May 3, 1977 and work started June 20, 1977. Work was completed October 17, 1977. The project had two completion dates. Unit A, had a completion date of September 2, 1977. Unit B, had September 30, 1977 for completion of the entire project. Unit A overran until Sept. 20, 1977, when the highway was opened to traffic. Unit B overran until October 17, 1977. The contractor is in the process of submitting a request for a time extension. Liquidated damages were charged to the contractor on the Semi-final Estimate, covering the above overruns on completion dates.

After the contractor installed the required construction signs clearing and grubbing started and was completed under traffic. During clearing, the fence along the left side of the project was destroyed. The clearing limits were staked to the R/W line as our slopes came rather close to the R/W. The existing fence was under the brush overhang and would have been hard to save. The existing fence was more a brush fence than a wire fence. A price agreement was written to install a new Type I Fence along the left side of the project.

On July 5, 1977, the contractor uncovered the detour signs and closed the project to thru traffic. Traffic was detoured over Fishtrap Road and Fat Elk Road. These roads were County roads. After several days, complaints of too much speed were received at this office and at the County offices. Since traffic was going too fast for the facilities Speed Riders were installed on all the detour signs. This seemed to cut down on the complaints and also reduced the speed somewhat. Traffic was restored to the State Highway September 20, 1977.

Construction started on the structures immediately after the road was closed to thru traffic. The existing wooden structures were removed. Some salvaged timbers were piled for the state to use. Pile driving on the two structures went smooth, and precast caps were set and allowed to cure. Precast deck slabs were set in place and tied. Two slabs on Pulaski Cr. Br. did not fit as built, the fabricator sent two men to the project and they drilled holes and placed sleeves for the tie bars and poured diaphrams over these sleeves. Then the hand rail post spacings were off. The hand rail was returned to be re-spaced to fit the spacings.

Grading operations started August 22, 1977. Embankment material was hauled to the project from a private source. This material was made up of overburden, rock fragments and some clay intermixed. The material was moist and easy to handle. This material may wash under the pounding the roadbed takes from highwater. This project called for a contractors furnished source. The contractor was offered a State Source, which consisted of shot rock, but they did not want to use our source. The grading was interrupted by the rains at the end of August. After a week delay, grading was undertaken again and continued until the fill, right of Sta 31+00 failed. Immediate action was taken to correct this failure, under extra work. The material placed on the fill area was removed and a backhoe excavated the muck out and pit run rock was placed back in the trench until the fill was above the waterline. Then common material was used to complete the fill to subgrade.

NARRATIVE REPORT (Continued)
Fat Elk Cr. - Pulaski Cr. Sec.

A Price Agreement was written to change the specified Class "C" Asphalt Concrete Mixture to a Modified Class "C" Commercial Mixture, produced within the Mix Design limits of a previous Mix Design used on the Goat Ranch Section of the Powers Highway. (Lab No. 75-4783) This Price Agreement was necessary since the Sub-contractor already had crushed aggregates on hand. The aggregates were all crushed in one pile. Our specs called for two seperate piles. The crushed aggregates came from Sullivan Quarry. Under these circumstances, a price reduction was agreed upon and paving started September 1r, 1977 and was completed September 27, 1977. The paving was difficult since we had cut out the shoulders throughout the project and cut out the entire roadbed in spots. This made paving difficult since the shoulders had to be brought up to the existing pavement level and the cut out sections had to be patched in. Also the existing highway surface was very rough. After the shoulders and cut out areas were up to the level of the existing pavement, two overlays were placed throughout the project, except for on the bridge decks. This gave us a good ride on the finished pavement. Our field controls showed some of the A. C. mix to be out of specs. When all material and tests were worked up, the amount outside specs. was within the allowable limits. Therefore no penalty was necessary on the A. C. mixture.

A Rubber-Asphalt Chip Seal was placed on top of a leveling course of A. C. on Pulaski Cr. Br. and Fat Elk Cr. Br. This rubber-asphalt chip seal was covered with our top course of Asphalt Concrete Mixture. The only trouble we had with this chip seal was parking equipment on it. This left depressions, which came out when rolled but did not come out if left alone. Also the tracks of the paving machine mashed the chip seal down at the ends of the spreads and had a tendency to pickup if you were not carefull.

Cleanup work was completed October 17, 1977. The final inspection was held on the project October 26, 1977.

F. D. Morrison
F. D. Morrison
Res. Engr.

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STATEMENT OF OVERRUNS AND UNDERRUNS

Fat Elk Creek - Pulaski Creek Section
Coquille - Bandon Highway
Coos County

Contract No. 8511
F.A.P. No. BRF-F-50(1)
Prefix: 106-1045-900

Item	Original Amount	Semi-final Estimate	Percent + or -
Contract Bid Items	$552,709.58	$518,565.78	- 6.18
Anticipated Items	3,550.00	1,486.34	-58.13
Additional Anticipated Items	0	67,496.06	
Contingencies	25,031.68	0	
Liquidated Damages	0	-5,950.00	
Engineering	50,063.36	58,000.00	+15.85
Total Contract	$631,354.62	$639,598.18	+ 1.31

STATEMENT OF OVERRUNS AND UNDERRUNS

Fat Elk Cr. - Pulaski Cr. Sec
Coquille - Bandon Hwy.
Coos County

Contract No. 8511
F.A.P. No. BRF-F-50(1)
Prefix: 106-1045-900

Item No.	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
1.	Mobilization	L. S.	100	100	0
2.	Temp. Prot. and Direction of Traffic	L. S.	100	100	0
3.	Temporary Signs	Sq.Metre	23	26.483	+ 15.1
	After the detour sings and construction signs had been installed, traffic was going too fast on the County Roads Involved in the detour. After receiving many complaints, 30 M.P.H. rider were attached to all the detour arrow signs. This helped slow down traffic and amounted to the overrun.				
4.	Temp. Cont. Rail Traf. Barr., Reflectorized	Lin. Metre	23	22.83	- 0.7
5.	Temporary Barricades	Each	2	2	0
6.	Flagmen	Hour	120	177.5	+47.9
	The contractor cleared the project before the hwy. was closed to traffic. This required traffic control by flagmen. The paving was completed under traffic, which required two flagmen and a pilot car driver. These factors caused the overrun on this item.				
7.	Clearing and Grubbing	L. S.	100	100	0
8.	Removal of Str. & Obstructions	L. S.	100	100	0
9.	Embankment in Place	Cu. Metre	4,765	8,302.1	+74.2
	Construction of three road approaches and three guard rail flares accounted for a great deal of the overrun. (Rd. Approaches amounted to 2,030 Cu. Metres) Embankment was also required at each of the bridge ends in order to place rip rap on the slopes.(391.7 Cu. Metres) The rest of the material was accumulated throughout the project. The slopes are not extra wide or too flat on the project.				
10.	Toe Trench in Excavation	Cu. Metre	915	1,063.4	+16.2
	In order to make these toe trenches drain, we removed more material than the plans called for.				
11.	Finishing Roadbed and Slopes	L. S.	100	100	0
12.	Watering	Kilolitre	310	67.74	-78.1
	Due to wet weather and borrow material coming from off the project, it was not necessary to use water on the embankment. The only water used, was for base rock and shoulder rock compaction.				
13.	25mm-0 Aggregate Base	Cu. Metre	600	966.3	+61.1
	During construction, it was necessary to cut our more on each side of the existing pavement than shown on the plans. We had to bring out cut section to 3.0 - 3.4 in order to have a straight edge on the existing pavement. This required 0.2 - 0.6 metres more aggregates throughout the project. We also had to remove more existing pavement at the bridge ends to match the new grade. One additional road approach was addted to the project, which resulted in this overrun.				
14.	See Price Agreement No. 3.				
15.	See Price Agreement No. 3.				
16.	Asphalt Cement in Mixture	Metric Ton	195	188.44	- 3.4
17.	Guard Rail, Type 2A	Lin. Metre	160	137.5	-14.1
	When the road approach, left of sta. 33+05 was added, we installed prebent rail from the bridge end around the road approach radius. This eliminated 22 lin. metres of Type 2A rail.				
18.	Guard Rail, Type 3	Lin. Metre	61	59	- 3.2
19.	Guard Rail Anchors, Type 1	Each	8	5	-37.5
	Three anchors were eliminated on the road approach radius, which were prebent rail on 3 metre radius.				
20.	Rail End Pieces, Type C	Each	8	8	0
21.	Extra for Asphalt Approaches	Each	2	3	+50.0
	One road approach was added to the project.	Left of station 33+05.			
22.	Keyed Rip Rap, Class 800	Cu. Metre	1,780	2,459.1	+38.2
	In order to complete the rip rap around two of the road approaches, we wrapped the rip rap around the road approach radius. Since the road approaches connect at the bridge ends, I feel this added protection was necessary.				

Statement of Overruns & Underr[illegible]s (continued)
Fat Elk Cr. - Pulaski Cr. Sec.
Coquille - Bandon Hwy.

23.	Filter Blanket	Cu. Metre	550	671.28	+22.1
	Filter blanket was placed around two road approach radius. This amounted to a great deal of the overrun on this item.				
24.	Delineators	Each	20	19	- 5.0
25.	Roadside Seeding & Mulching	Hectare	1.0	1.2	+20.0
	By adding the road approach left of sta. 33+05, more seeding & mulching was required, which made this item overrun.				
Bridge No. 1058A					
26.	Bridge Removal Work	L. S.	100	100	0
27.	Structure Excavation	Cu. Metre	55	16.212	-70.5
	By placing rip rap around the front edge of the end caps, our typical section took most of th structure excavation out as general excavation. This reduced the amount of Str. Exc. on the Pulaski Cr. Bridge.				
28.	Furnish Pile Driving Equipment	L. S.	100	100	0
29.	Furnish .30 metre Prestress Conc. Piling	Lin. Metre	302	302.4	+ 0.1
30.	Furnish .40 metre Prestress Conc. Piling	Lin. Metre	432	432	0
31.	Drive Prestressed Concrete Piling	Lin. Metre	594	606.1	+ 2.0
32.	Structural Concrete, Class 23	L. S.	100	100	0
33.	1.22 M X 15M/20M Prestressed Slabs	Each	30	30	0
34.	Reinforcing	L. S.	100	100	0
35.	Reinforced Concrete Bridge End Panels	Sq. Metre	160	161.58	+ 1.0
36.	Four Tube Steel Railing	Lin. Metre	108	108.47	+ 0.4
37.	Asphalt-Rubber Chip Seal	Sq. Metre	586	595.05	+ 1.5
Bridge No. 1059A					
38.	Bridge Removal Work	L. S.	100	100	0
39.	Structure Excavation	Cu. Metre	55	35.007	-36.4
	We included part of this excavation in our typical section for rip rap. This reduced the amount of structure excavation on the Fat Elk Creek Bridge.				
40.	Furnish Pile Driving Equipment	L. S.	100	100	0
41.	Furnish 0.30 metre Prestress Conc. Piling	Lin. Metre	298	297.6	- 0.1
42.	Furnish 0.40 metre Prestress Conc. Piling	Lin. Metre	660	660	0
43.	Drive prestressed Concrete Piles	Lin. Metre	828	675.5	-18.4
	Concrete piles on Bent No. 5 of Fat Elk Creek Br. reached the required bearings sooner than shown on the special provisions. This Bent plus several other piles which reached bearings sooner than shown amounted to this underrun.				
44.	Structural Concrete, Class 23	L. S.	100	100	0
45.	1.22M x 10M/15M Prestressed Slabs	Each	11	11	0
6.	1.22M x 15M/20M Prestressed Slabs	Each	33	33	0
47.	Reinforcement	L. S.	100	100	0
48.	Reinforced Concrete Br. End Panels	Sq. Metre	170	168.33	- 1.0
49.	Four Tube Steel Railing	Lin. Metre	164	164.23	+ 0.1
50.	Asphalt - Rubber Chip Seal	Sq. Metre	870	872.18	+ 0.3
Price Agreements					
P. A.	No. 1 On The Job Trainees	Hour	200	305.5	+52.8
	When we prepared this P. A., we anticipated using a carpenter apprentice for about 200 hours. During construction, the carpenter apprentice actually worked 305.5 hours. This amount did not exceed the amount set up in the additional anticipated item.				
P. A,	No. 2 Furnish and Install Type I Fence	Lin. Metre	760	733.6	- 3.5
	During clearing operations, the existing fence was intermingled with the brush. Therefore when we cleared to the R/W line, the old fence was removed. The fence was replaced by P. A. since no contract bid item was set up for fencing.				

tatement of Overruns & Underr[illegible] (Continued)
Fat Elk Creek - Pulaski Creek Sec.
Coquille - Bandon Highway

P. A. No. 3 Modified Commercial Class "C" A.C. Mix M. Ton 2,980 2,835.58 - 4.8

The Sub-contractor had aggregates crushed, before he bid on this A. C. work. We assessed a penalty since the specifications called for two sizes of aggregates. the contractors aggregate was crushed in one pile. A modified commercial mix was used under the Mix Design for Goat Ranch. Lab No. 75-4783.

P.A. No. 3 Modified Commercial Class "C" A.C. Mixture in Leveling Metric Ton 275 278.7 + o.3

Same Reason as above.

Extra Work Orders

E.W.O. No. 1 Exc. & Backfill Swampy Area $8,400.00 $6,853.93 -18.4

When we estimated how long this work would take, we used a large backhoe, three dump trucks and a D-7 Cat. In actura work a Case 1150B loader was used instead of the D-7. Also after the first two days, we settled on a price for Operated trucks which saved a considerable amount of the Equipment Rental plus Operator route.

E.W.O. No. 2 Provide Pilot Car $108.49 $108.49 0

This work order was written the day the pilot car finished and we knew what the cost would be, therefore we hit the amount exact. This item was necessary since the paving was finished up under traffic and we had to control the traffic throughout the project.

State Force Orders

S.F.O. No. 1 Maintain Detour $1,000.00

This was an additional anticipated item. Patching was completed satisfactorily by the State Maintenance forces 9-9-77. Letter from the County Roadmaster was received.

S.F.O. No. 2. Permanent Striping $250.00

This was an additional anticipated item. The striping was done by the States Region Striping crew 10-11-77.

S.F.O. No. 3 Place A. C. on Fat Elk Cr. Br. Deck(Outside Hand Rail) $500.00

Contract plans show A. C. going to the face fo the Four Tube Steel Railing on Fat Elk Creek Bridge. This bridge deck is on a steep super and water is trapped from the outside edge of the deck slab to the A. A. at the face of the rail. Since the contractor did not want to do this work, a State Force Order was prepared to place the A. C. As of this date, work has not started on this order.

ngineering $50,063.36 $58,000.00 +15.85

The project overran in time and this helped in the added costs for engineering. We also staked the pile locations several times as well as the pile cap lines and grade One of the prime factors in this overrun was the amount of H.E. I classifications on the Survey crews. We do not have any Engineering Aides and only one Engr. Tech. in the Coquille area. If some of the items could have been designated commercial, and the Asphalt Concrete would have included liquid asphalt, some money could have been saved on inspection.

F. D. Morrison, Res. Engr.

#2511

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, WA 98174

November 14, 1977

FILE
E. S. HUNTER

Fat Elk Creek-Pulaski Creek
Bridges 1058A and 1059A
Coos County Oregon
Project Completion

Fat Elk Creek and Pulaski Creek bridges near Coquille in Coos County, Oregon, have been completed. Bridge Permits Nos. 21-77 and 23-77 were issued for construction of the structures.

All falsework required for these bridges has been removed and the channels returned to their normal condition.

Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Administration Engineer
Structural Design Section

RWE:dh

cc E. S. Hunter
C. T. Keasey
Alfred Shirley
Eugene Ash

RECEIVED
TECHNICAL SERVICES
NOV 14 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-731-0027 (9-77)

8511 9

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Fat Elk Cr. - Pulaske Cr.
WEEK ENDING: November 12, 1977
SECTION PREFIX: 106-1045-900
HIGHWAY: Coquille - Bandon
COUNTY: Coos
NAME OF JOB: Fat Elk Creek - Pulaski Creek
KIND OF WORK: Grading & Paving
CONTRACTOR: D. W. Thompson, Inc.
CONTRACT NUMBER: 8511
FEDERAL AID PROJECT NUMBER: BRF-F-50(1)
DATE OF CONTRACT: May 3, 1977
DATE WORK STARTED: June 20, 1977
ESTIMATED COMPLETION DATE: October 17, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $631,354.62
SPECIFIED COMPLETION DATE: Sept. 30, 1977
PERCENT OF TIME ELAPSED: 111.3
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $581,598.18
ENGINEERING AUTHORIZATION: $50,063.36
This Week 628.32
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $581,598.18
ENGINEERING COST TO DATE: $58,103.29
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
DATE PROJECT WAS COMPLETED: October 17, 1977
ESTIMATED PERCENT OVERRUN UNDERRUN: 0.05%
PERCENT OF AUTHORIZATION: 116.1%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.49				
MILES PARTIALLY COMPLETED	0				
MILES COMPLETED	0.49				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	8,010	600			3,255
TOTAL QUANTITIES CORRECTED TO DATE	12,395.88	966.3			3,114.28
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	12,495.88	966.3			3,114.28
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1058A	1059A					
PERCENT	100	100					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Overcast			
MONDAY	Clear			
TUESDAY	Clear			
WEDNESDAY	Cloudy			
THURSDAY	Cloudy			
FRIDAY	Rain			
SATURDAY				

K
Bond
Hopkins
Johnsen
Inloes
NOV 14 1977
CONSTRUCTION SECTION
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity on the project. Project is complete.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Permanent Monuments on centerline were punched Tuesday. Semi-final estimate was boxed up and delivered to the Region Office on Wed. Final Inspection by FHWA is scheduled for Monday of next week.

THIS IS THE LAST WEEKLY REPORT FOR THIS PROJECT.

SIGNED F.D. Morrow LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-11-77

FEDERAL AID PROJECT NO.
B F-50(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
70118

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER Primary 50
4-6-77	10-27-77	STATE ROUTE NUMBER Secondary 244

GENERAL LOCATION:

"Fat Elk Creek - Pulaski Creek Section"

GENERAL DESCRIPTION OF WORK:

Furnish and Place Asphalt Concrete on Bridge Deck

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON AN ~~AGREED PRICE AND/~~OR FORCE ACCOUNT BASI

REMARKS

As requested in Mr. Keasey's letter of 11-7-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 1 at a total estimated cost not to exceed $500 Federal Funds $375.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-11-77	G. K. Hassner	for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976 – 626-787

#0511

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 27, 1977

In reply refer to: HBR-OR

SUBJECT: Oregon Project RS-591(3)
Fat Elk Cr. Bridge
and Pulaski Creek Bridge

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Technical Services Branch
Oregon Department of Transportation

Recently while on a field trip our Bridge Engineer encountered a problem with the traffic rail alignment on Pulaski Creek. The work accomplished by the field forces to correct this problem is adequate, but the difficulty does point out a basic problem in rail design for a precast structure on a super-elevated curve.

Please review this detail to allow more field flexibility in correcting construction and fabrication variations. Perhaps bolt inserts in the outside slabs with slotted holes in the rail base plate would assist in better rail alignment. Also, consideration might be given to field drilling the post anchorage bolt holes for the rail. This would allow much more flexibility in installation.

Please consider these items when constructing similar type structures in the future.

Hatchell
G. L. Green

cc:
OSHD (W.Hart)

RECEIVED
TECHNICAL SERVICES
SEP 28 '77
REFER TO
[illegible]
FOR

Info	Level	R/D	C/R	Sign	Act	File
			✓			

8511 244

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 20, 1977

ORIGINAL SIGNED
L. L. WALLACE

FROM: L. L. Wallace
Bridge Design Engineer

TO: Mr. Eugene H. Ash
Resident Engineer

SUBJECT:
Use of Metric Units
Fat Elk Cr.-Pulaski Creek Sec.
Coquille-Bandon Hwy.
Coos County
Bridges 1058A and 1059A

A supplier for this project has inquired about double dimensioning his shop drawings in both metric and English units. He also expressed some confusion as to how we arrived at our metric dimensions of parts, apparently assuming that we were converting some "even" English unit to the metric dimension. This brings up the question of how the use of metric units should be approached.

Our approach has been to ask ourselves, "How would we do this if our only units were metric....if we had never heard of English units?" Of course we immediately run into standard manufactured items which are made to even English units. For precast slabs and piles, we have shown rounded equivalent metric dimensions, fully expecting that the supplied sizes would be made in standard forms which are slightly larger. For nuts and bolts and rolled steel shapes, there seemed no alternative but to call out the English designations. However, for anything which is to be cut to size or built with forms which will only be used on this job, we feel that the logical approach on a metric project is to use even metric units.

This pilot metric project was set up to be a learning process. It was expected that the costs would be somewhat higher all around to accomplish this. Some of the learning benefit will accrue to the State, but some of it will accrue to the contractor and to the suppliers. They will have an advantage on the next metric project. We feel that the greatest benefits will accrue by fully applying the slogan "Think Metric." Double dimensioning or converting the given metric dimensions to English would defeat this purpose, with the person doing the converting being the only one to learn anything.

We hope that you agree with this approach and that you will promote it at your preconstruction conference on May 25.

ATB:dh

cc W. H. Tebeau
Alfred Shirley
H. A. Schell
Ellis Jones
Ed Rief
D. O. Christensen

REFERRED TO
Beard Reed
1 Cole WEC 3 Sample
2 Eriksen FE 4 Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BRIDGE DESIGN ENGINEER
Requires Reply
Requires Approval
Receiver Keep
Do not File
Return T
Bring up
Other

1 Versteeg
Olson
2 Christensen DOC
Scott
Swenson
Savage
3

RECEIVED
MAY 23 1977
ROAD DESIGN SECTION

#8511 5-10-77 8

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. See below

STATE PROJECT NO. Various

COUNTY NAME Various

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. ---

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H.S. Coulter
State Highway ENgineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 13 '77
REFER TO
[illegible]
FOR

Info	Inves	R/D	D.R.	Sign	Act	File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE See below

FEDERAL ROUTE NUMBER Various

STATE ROUTE NUMBER Various

GENERAL LOCATION:

See below

GENERAL DESCRIPTION OF WORK:

Program change adding archeological salvage for the amounts shown as well as effective date.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Archeological salvage
Total cost not to exceed amounts shown.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 4-25-77 letter, I approve the program changes and you are authorized to proceed with the work for each project effective date as shown below. A signed copy of archeological authorization for each project is returned herewith.

	Project No.	Authorization Date	Project Est. Cost	Federal Funds
	F-3(2)	March 7, 1977	$ 390	$ 334
	I-5-5(42)250	March 7, 1977	480	442
#9511 -	~~F-BRF-50(1)~~	~~March 11, 1977~~	~~410~~	~~351~~
	RS-23-018(3)	April 14, 1977	565	484
	OS-0700(1)	April 14, 1977	1,380	1,184

#[illegible]

DATE 5-10-77

SIGNATURE OF APPROVING OFFICIAL

TITLE For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8511

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

20 April 1977

A PERMIT TO place fill in connection with the construction of two new highway bridges and reconstruction of a 0.14 mile stretch of roadway.

AT near Coquille, Oregon

HAS BEEN ISSUED TO Oregon State Highway Division **ON** 20 April 1977

ADDRESS OF PERMITTEE 212 Transportation Building
Salem, OR 97310

PERMIT NUMBER
002421 (Fat Elk Creek & Pulaski Creek-Fill)

F R Brockschink
F. R. BROCKSCHINK
Actg Chf, Navigation Div.
for the District Engineer

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

Orig. permit, copy sticker: Gen Files

Cpy permit & sticker: Keasey, Ellison, Versteeg
Terpin, Rulien, Shirley

Orig. sticker, copy permit: Cecil Head:
Please mail sticker to Resident
Engineer with signed copy of
contract when let.

Application No. 071-OYA-4-002421

Name of Applicant OREGON DEPARTMENT OF TRANSPORTATION

Effective Date 20 April 1977

Expiration Date (If applicable) 30 April 1980

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated 26 November 1976 for a permit to:

( ) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(XX) Discharge dredged or fill material into navigable waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Oregon Department of Transportation
Oregon State Highway Division
212 Transportation Building
Salem, OR 97310

(Here insert the full name and address of the permittee)

is hereby authorized by the Secretary of the Army:

to place fill in connection with the construction of two new highway bridges and reconstruction of a 0.14 mile stretch of roadway.

See page 1 A

(Here describe the proposed structure or activity, and its intended use. In the case of an application for a fill permit, describe the structures, if any, proposed to be erected on the fill. In the case of an application for the discharge of dredged or fill material into navigable waters or the transportation for discharge in ocean waters of dredged material, describe the type and quantity of material to be discharged.)

in Fat Elk & Pulaski Creeks mile 0.4

(Here to be named the ocean, river, harbor, or waterway concerned.)

~~at~~ near Coquille, Oregon

(Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks):

002421(Fat Elk Creek and Pulaski Creek-Fill)

subject to the following conditions:

I. General Conditions:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate whether or not this permit has been previously modified, suspended or revoked in whole or in part.

ENG FORM 1 APR 74 1721 EDITION OF JUNE 1968 IS OBSOLETE. (ER 1145-2-303)

b. That all activities authorized herein shall, if they involve a discharge or deposit into navigable waters or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, and pretreatment standards established pursuant to Sections 301, 302, 306 and 307 of the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 816), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge or deposit of dredged or fill material into navigable waters, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the permittee agrees to make every reasonable effort to prosecute the work authorized herein in a manner so as to minimize any adverse impact of the work on fish, wildlife and natural environmental values.

e. That the permittee agrees to prosecute the work authorized herein in a manner so as to minimize any degradation of water quality.

f. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

g. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

h. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations, nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

i. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

A new highway bridge will be constructed over Pulaski Creek and the existing bridge will be removed. Excavation of approximately 450 cubic meters of material will be required to provide a toe trench at the ends of the approach fills for the placement of riprap. Approximately 920 cubic meters of riprap and 275 cubic meters of gravel filter blanket will be placed at the ends of the approach fills.

A new highway bridge will also be constructed over Fat Elk Creek and the existing bridge removed. Approximately 465 cubic meters will be excavated to provide a toe trench at the ends of the approach fills for the placement of riprap. Approximately 860 cubic meters of riprap and 240 cubic meters of gravel filter blanket will be placed at the ends of the approach fills.

Reconstruction of the roadway throughout the project will consist of excavating approximately 2800 cubic meters of granular material, and the placement of approximately 4765 cubic meters of reasonably clean, organic-free embankment material. Roadbed surfacing quantities to be placed are approximately 880 cubic meters of 1"-0 crushed aggregate base material and approximately 3190 metric tons of asphaltic concrete paving material.

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not stated on or before 30 day of April, 1978, (one year from the date of issuance of this permit unless otherwise specified) and is not completed on or before 30 day of April, 1980, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

q. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

r. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

s. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition v hereof, he must restore the area to a condition satisfactory to the District Engineer.

t. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

u. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

v. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and condition of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

The following Special Conditions will be applicable when appropriate:

~~STRUCTURES FOR SMALL BOATS: That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.~~

~~DISCHARGE OF DREDGED MATERIAL INTO OCEAN WATERS: That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as authorized herein.~~

ERECTION OF STRUCTURE IN OR OVER NAVIGABLE WATERS: That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

~~MAINTENANCE DREDGING: (1) That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for ______ years from the date of issuance of this permit (ten years unless otherwise indicated); and (2) That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.~~

II. Special Conditions (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

aa. All construction debris will be disposed of on land in such a manner that it cannot enter into the waterway.

bb. All piling and lumber treated with creosote or other protective material will be completely dry before use in or near the waterway.

cc. Care will be taken to prevent any petroleum products, chemicals or other deleterious materials from entering the water.

dd. Slope of the riprap, bank, or excavation, etc. will be no steeper than 1.5 foot horizontal to 1 foot vertical.

ee. Only clean, durable riprap will be used.

ff. Work in the waterway will be done so as to minimize turbidity increases in the water which tend to degrade water quality and damage aquatic life.

gg. If a bucket dredge of any type, including but not limited to grab or clamshell, dipper, dragline or backhaul bucket, is used, all digging passes of the bucket shall be completed without any material once in the bucket, being returned to the wetted area except as approved.

hh. All areas along the bank disturbed or newly created by the construction activity will be seeded, sodded or revegetated for protection against subsequent erosion.

ii. Work performed under this permit is further subject to such enforcement actions as may be instituted by the State of Oregon or its agencies under the provisions of Division of State Lands Material Removal/Fill Permit No. 2508.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

Frank E. Perpin — April 15, 1977

PERMITTEE — DATE

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

20 April 1977

DATE

HARVEY L. ARNOLD, JR.
Colonel, Corps of Engineers
DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS

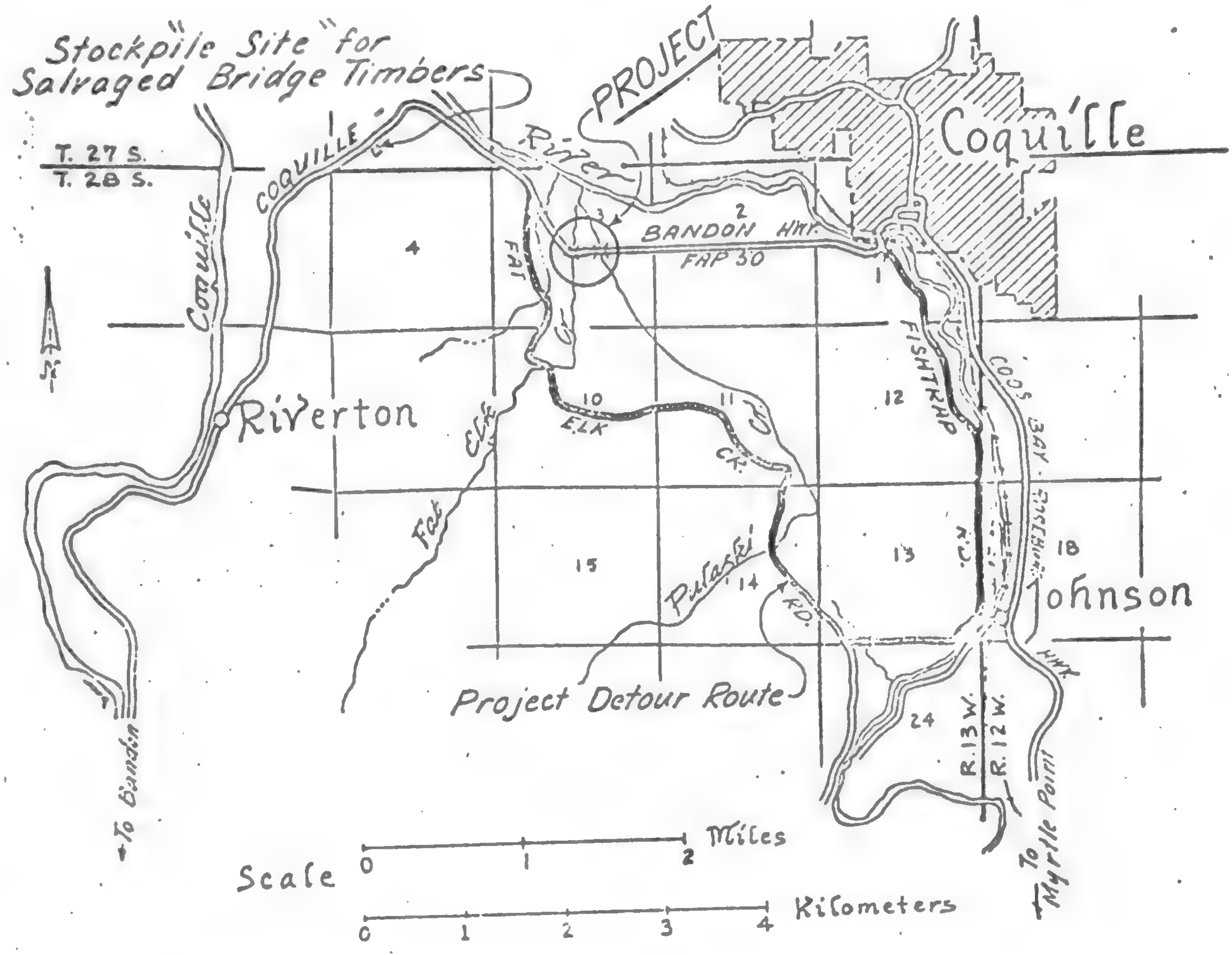
F R Brockschink

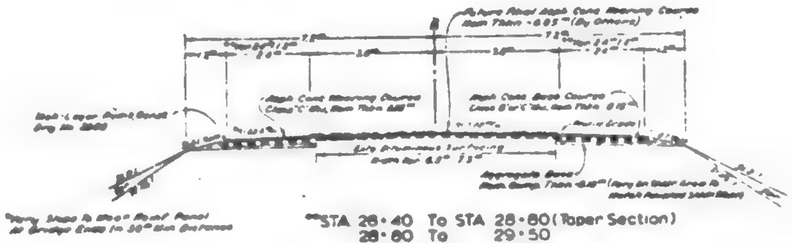
By F. R. BROCKSCHINK
Acting Chief, Navigation Division

Transferee hereby agrees to comply with the terms and conditions of this permit.

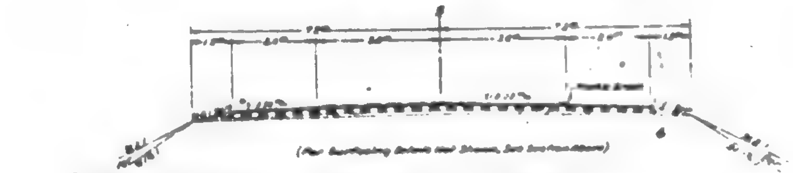
TRANSFEREE — DATE

00[illegible]21 (Fat Elk Creek and Pulaski Creek-Fill)





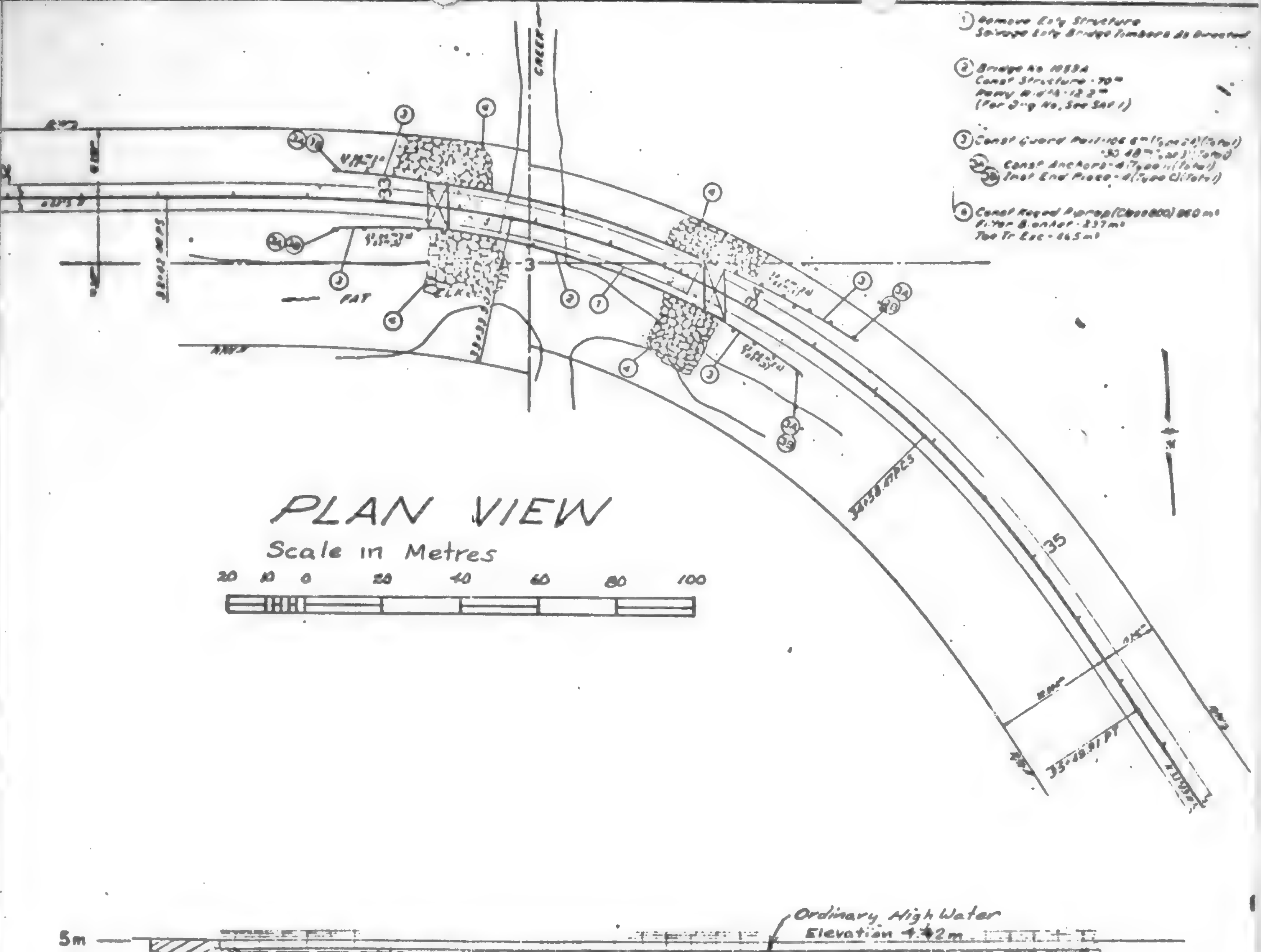
STA 28·40 To STA 28·80 (Taper Section)
28·80 To 29·50
31·10 To 33·17
33·17 To 33·87 (Structure)
33·87 To 35·40
35·40 To 35·80 (Taper Section)



STA 29·50 To STA 30·23
30·23 To 30·71 (Structure)
30·71 To 31·10

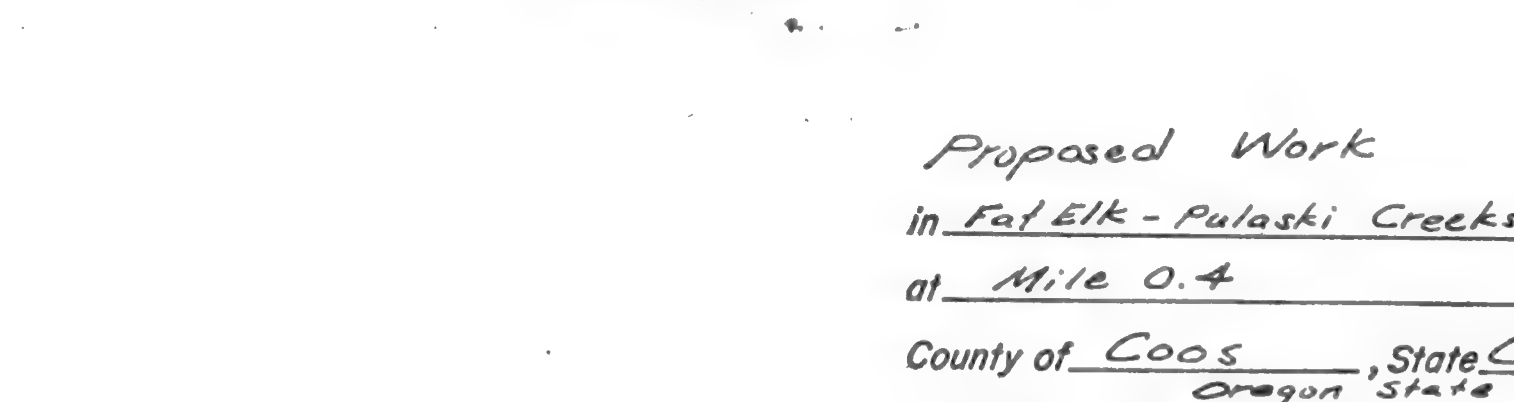
Sheet 1 of 3

Proposed Work
in Fat Elk - Pulaski Creeks
at Mile 0.4
County of Coos, State Or.
Application by Oregon State Highway Division
Date 26 Nov. 1976


① Remove Exty Structure
Salvage Exty Bridge Timbers As Directed
② Bridge No 1053A
Const Structure - 70m
Rdwy Width - 12.2m
(For Drg No, See Sht 1)
③ Const Guard Rail - 106.6m (Type 2A)(Total)
3A Const Anchors - 4 (Type ...)(Total)
3B Inst End Piece - 4 (Type C)(Total)
④ Const Keyed Riprap (Class 800) 860 m³
Filter Blanket - 237 m³
Toe Tr Exc - 665 m³
CREEK
FAT
ELK
33
35
20 10 0 20 40 60 80 100

PLAN VIEW

Scale in Metres


5m
0
-5m
Ordinary High Water Elevation 4.42m
Present
& future
5.2m cl
Normal water elevation .07m
Existing ground at ℄
Install riprap over new fill.
Elevations are metres above m.s.l., USC & GS, 1929.
0 5 10 20

ELEVATION

Scale, metres

Proposed Work

in Fat Elk - Pulaski Creeks

at Mile 0.4

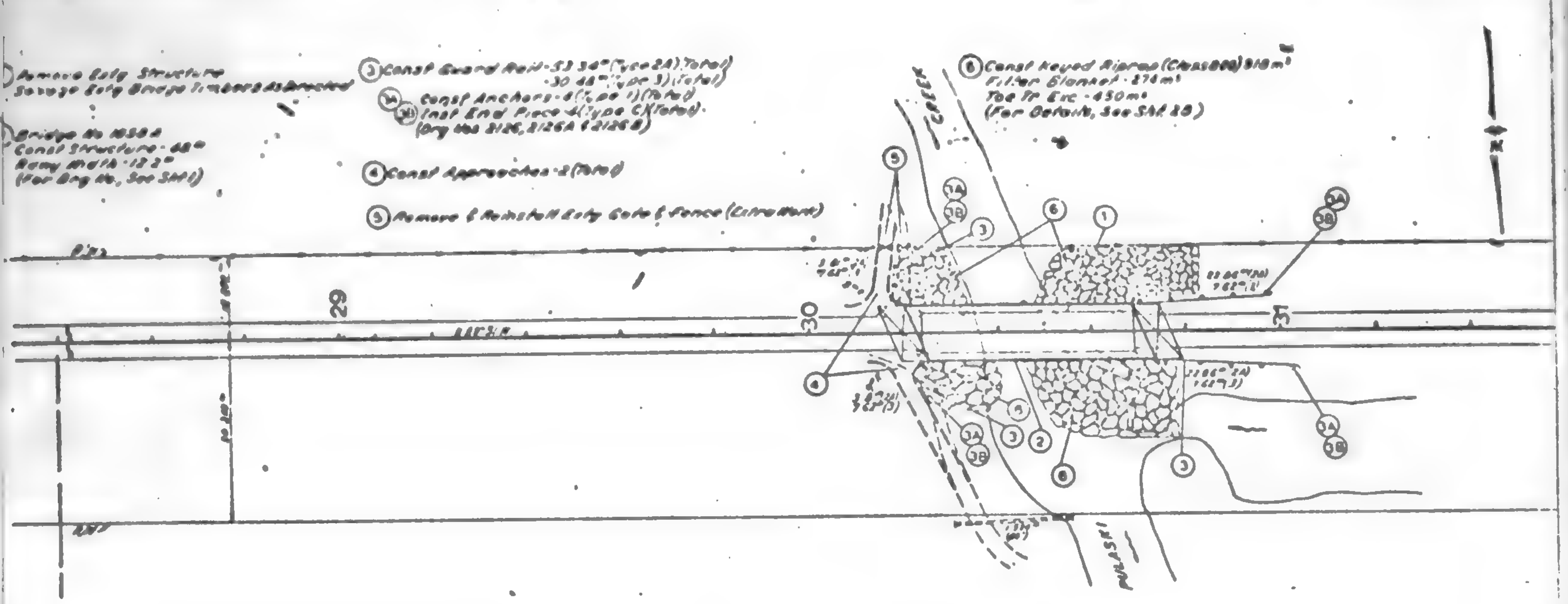
County of Coos, State Or.
Oregon State

Application by Highway Division

Date 26 Nov. 1976

Sheet 2 of 3

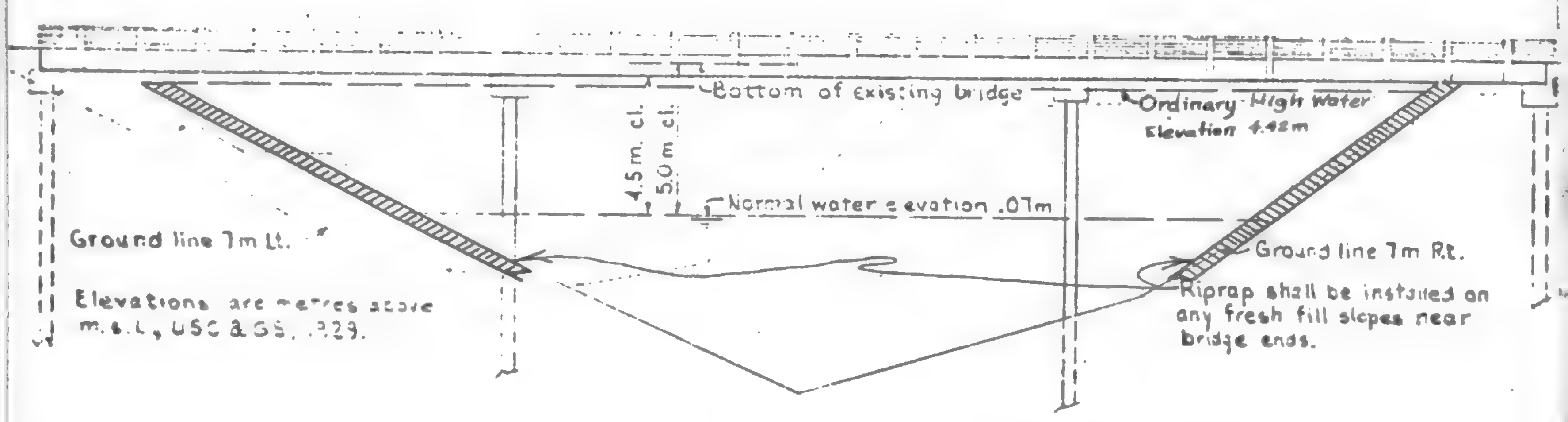
002421 (Fat Elk Creek and Pulaski Creek Fill)


① Remove Exty Structure
Salvage Exty Bridge Timbers as Directed
Bridge No 10584
Const Structure - 68m
Rdwy Width - 13.2m
(For Brg No., See Sht 1)
③ Const Guard Rail - 53.34m (Type 2A)(Total)
· 30.48m (Type 3)(Total)
3A Const Anchors - 4 (Type 1)(Total)
3B Inst End Piece 4 (Type C)(Total)
(Drg Nos 2126, 2126A & 2126B)
④ Const Approaches - 2 (Total)
⑤ Remove & Reinstall Exty Gate & Fence (Extra Work)
⑥ Const Keyed Riprap (Class 800) 918m³
Filter Blanket · 274m³
Toe Tr Exc · 450m³
(For Details, See Sht 2B)
CREEK
PULASKI
N
29
30
31
1
2
3
3A
3B
4
5
6

PLAN VIEW

Scale in Metres

20 10 0 20 40 60 80


Bottom of existing bridge
Ordinary High Water Elevation 4.42m
4.5 m. cl.
5.0 m. cl.
Normal water elevation .07m
Ground line 7m Lt.
Ground line 7m Rt.
Elevations are metres above m.s.L., USC&GS, 1929.
Riprap shall be installed on any fresh fill slopes near bridge ends.

TYPICAL SECTION

0 5 10

Scale, metres

Proposed Work

in Fat Elk - Pulaski Creeks

at Mile 0.4

County of Coos, State Or.

Application by Oregon State Highway Division

Date 26 Nov. 1976

Sheet 3 of 3

8511

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

4-1-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. BRF-F-50(1)

STATE PROJECT NO. See below

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70118

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 27 '77
REFER TO Swan
FOR
Info Inves R/D D/R Sign Act File

DATE PS & E APPROVED 4-6-77

DATE AUTHORIZATION EFFECTIVE 4-6-77

FEDERAL ROUTE NUMBER Primary 50

STATE ROUTE NUMBER Secondary 244

GENERAL LOCATION:

"Fat Elk Creek-Pulaski Creek Section"

GENERAL DESCRIPTION OF WORK:

Grade, drain, pave and remove existing structures; construct two new structures (Code 6201 & X020, X080 Miles 0.140)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN

☐ PREPARATION

☒ OTHER (Specify)

Perm. pavement striping (SF)	$ 250
Temp. erosion control (EW)	1000
On-the-job training	800
Maintain Detour (SF)	1000

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's April 4, 1977, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $682,306 - Federal funds $540,060.

A signed title sheet is returned herewith.

DATE 4-6-77

SIGNATURE OF APPROVING OFFICIAL G. K. Hanner

TITLE For Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-8541~~ 672-6658

LOC 17

March 18, 1977

Board of Commissioners
Coos County
Courthouse
Coquille, OR 97423

Gentlemen:

11-5-76 —

The State Highway Division and Coos County have a letter agreement concerning the closure of the Coquille-Bandon Highway during the reconstruction of Pulaski and Fat Elk Creek Bridges. The agreement indicates that work will commence on June 1, 1977, and Fishtrap and Fat Elk County Roads will be used as a detour route.

The State, having received the necessary Coast Guard Permit, now can schedule this work and wishes to amend the existing letter agreement to reflect a starting date of July 1, 1977, rather than the June 1, 1977, date shown on the existing agreement.

If you concur in this minor change, please sign in the proper location below. When returned and signed by Mr. Hunter, a fully executed copy will be returned for your files.

Very truly yours,

Alfred Shirley Jr.
ALFRED SHIRLEY, JR.
Regional Engineer

APPROVED: Coos County Board of Commissioners	APPROVED: Oregon State Highway Division
By Irene Johnson	By E.S. Hunter E.S. Hunter, Deputy St. Hwy. Engineer
Date March 22, 1977	Date 4-4, 1977

Hwy 244
Coos Co

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
NOV 8 '76
REFER TO Co-City (Prange)
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

RECEIVED
COUNTY & CITY SECTION
NOV 9 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☒ RPE ☐

Board of Commissioners
Coos County
Courthouse
Coquille, Oregon 97423

Gentlemen:

The State Highway Division proposes to replace the Pulaski Creek and Fat Elk Creek Bridges on the Coquille-Bandon Highway during the 1977 construction season. In order to accomplish the construction of the two structures in the most economical and expeditious manner, the State requests the concurrence of Coos County in the closure of the Coquille-Bandon Highway and the use of Fishtrap Road and Fat Elk Road as a detour route.

The closure of the Coquille-Bandon Highway and the use of Fishtrap and Fat Elk Roads shall commence after June 1, 1977 and shall remain in effect no longer than 60 days. The State shall repair any damage to Fishtrap and Fat Elk Roads resulting from their use as a detour. The State will also be responsible for all detour signing and marking.

The proposed detour route is shown in yellow on the attached "Exhibit A".

If this proposal is acceptable please return three signed copies of this letter for further distribution and retain one signed copy for your records.

Your interest and cooperation in this matter is appreciated.

Very truly yours,

Ed Hunter

E. S. Hunter
Deputy State Highway Engineer

APPROVED:
Coos County Board of Commissioners

By Woodrow [illegible] Chairman

11/5, 1976

[illegible]
F. Erikson
11-9-76

11-8-76

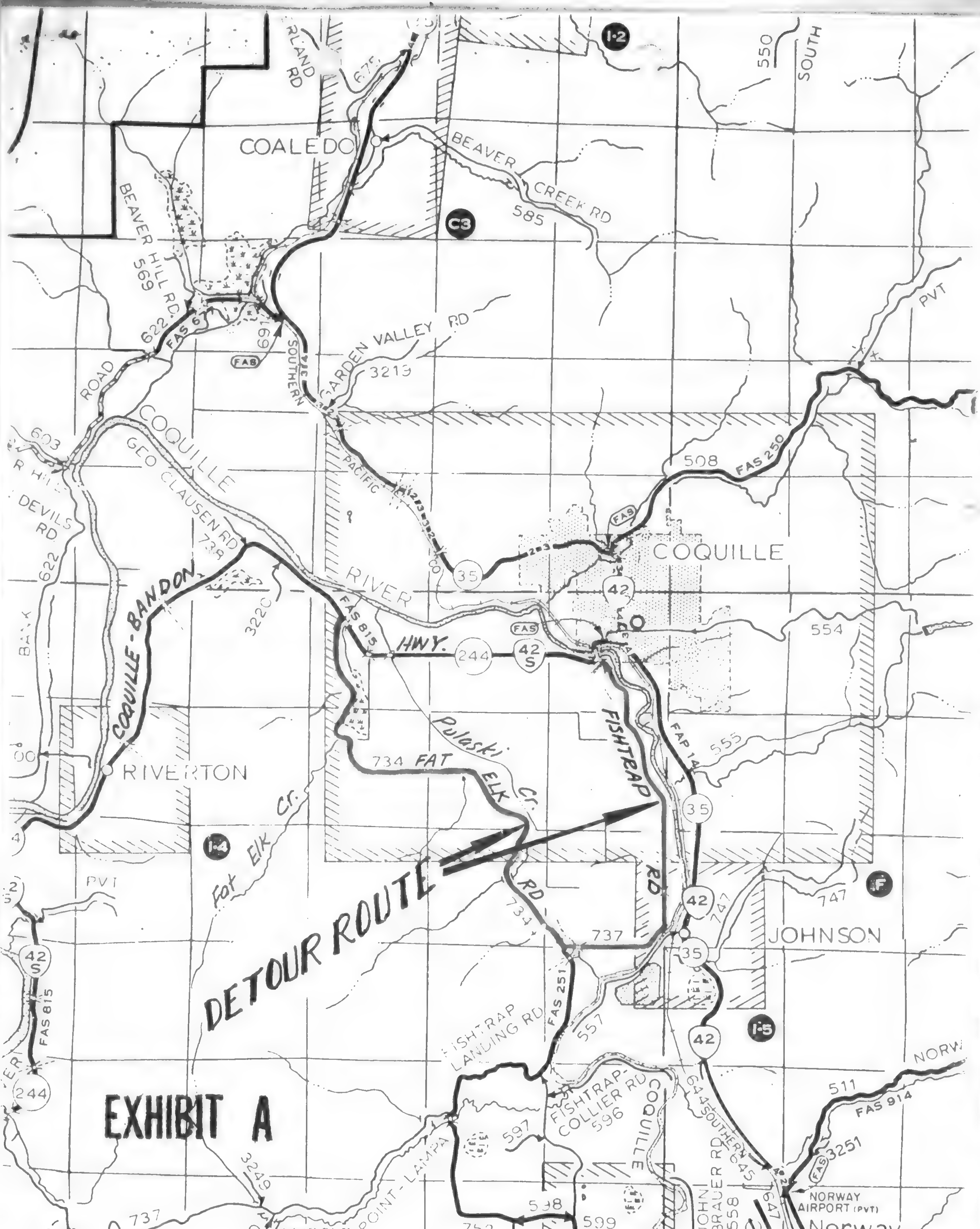

DETOUR ROUTE
COALEDO
COQUILLE
RIVERTON
JOHNSON
ARAGO
Norway
NORWAY AIRPORT (PVT)
BEAVER CREEK RD
585
BEAVER HILL RD. 569
622 FAS 6
ROAD
691
FAS
SOUTHERN
PACIFIC
GARDEN VALLEY RD
3219
COQUILLE RIVER
GEO CLAUSEN RD
739
COQUILLE-BANDON
FAS 815
HWY. 244
42 S
35
42
508
FAS 250
PVT
554
FISHTRAP RD
FAP 14
555
734 FAT ELK RD
Pulaski Cr.
Fat Elk Cr.
3220
737
747
FAS 251
FISHTRAP LANDING RD
557
FISHTRAP-COLLIER RD 596
597
598
599
752
556
COQUILLE
JOHN BRAUER RD 558
644 SOUTHERN 645
647
511
FAS 914
3251
MYRTLE POINT-LAMPA
3249
3250
603
DEVILS RD
622
BANK
244
FAS 815
550
SOUTH
C3
I-2
I-4
I-5
F

EXHIBIT A

Hwy 244
Coos Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
October 11, 1976

FILE: CON 5

Glen L Clark

FROM: GLEN L. CLARK
Region Federal-Aid Engineer

TO: L.W. Rulien
Program Management

SUBJECT: Agreement preparation request
Pulaski and Fat Elk Creek
Bridge Replacement Project
Detour Route
[illegible]

Mr. Shirley, Region Engineer, advises that he has contacted Mr. Woodrow Robison, Chairman of the Coos County Board of Commissioners, concerning the use of Fishtrap Road as a detour route during reconstruction of the two subject bridges. The County is agreeable, providing the following stipulations are made: that the detour operation begin after June 1, 1977, and that the duration does not exceed 60 days.

The Bridge Division has assured that the work can be accomplished in 60 days.

Mr. Shirley would like to have $1,000 as an anticipated item in the contract for state force work to repair any possible damage to the county road detour route, even though the existing roadway is in excellent condition.

Also, that it be stipulated that the contractor have all necessary materials on-hand at the site before beginning the actual reconstruction work.

Would you please prepare such an agreement, utilizing the attached sketch for preparing an exhibit for inclusion in the document.

GC/slc

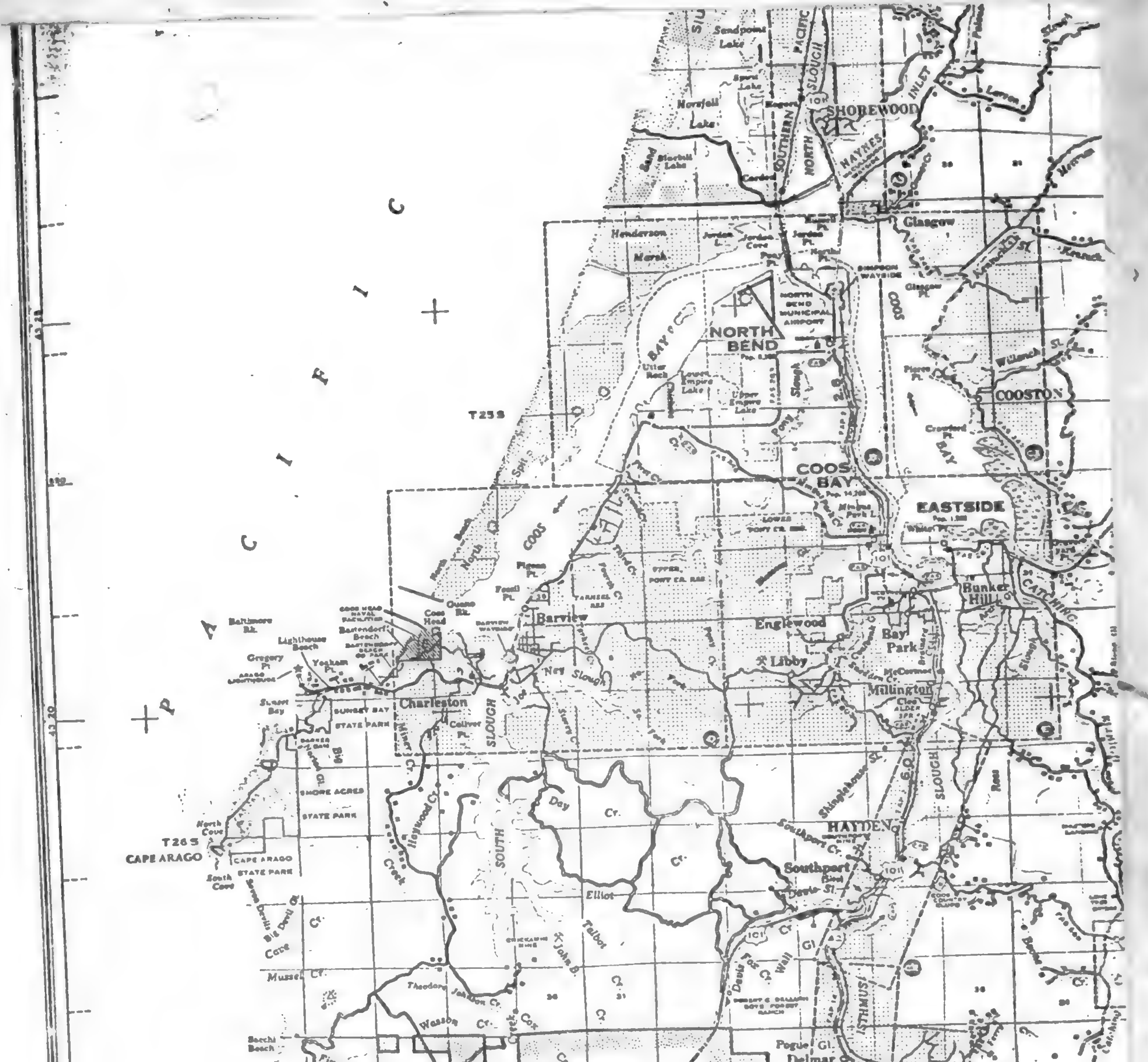
Encl.

cc: Hal Versteeg
Walt Hart
Frank Terpin
Bill Brown
Eugene Ash

Can we handle this with letter type agreement?
— H

RECEIVED
COUNTY & CITY SECTION
OCT 13 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☒ CE ☒ RE ☐ RPE ☐

PROJECT MANAGEMENT
OCT 13 76
REFER TO Prange
H
Info Investigate
✓


P A C I F I C
NORTH BEND
COOS BAY
EASTSIDE
SHOREWOOD
Glasgow
COOSTON
Bunker Hill
Englewood
Bay Park
Libby
Millington
Barview
Charleston
CAPE ARAGO
HAYDEN
Southport
Delmar
GREEN ACRES
COALEDO
COOS COUNTY
FOREST
Leneve
COQUILLE
RIVERTON
Randolph
Prosper
Parkersburg
Bullards
Fivemile Point
T25S
T26S
T27S
T28S
R14W
R13W
124 25
124 20
124 15
124 10

8511

15

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 23, 1977

In reply refer to: 1041BR.1

SUBJECT: Oregon Project BRF-F-50(1)
Fat Elk & Pulaski Cr Bridges - #1059A, #1058A

NOTED
E. S. HUNTER

-Filed in Gen. Files
3-29-77

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Preliminary plans submitted with Mr. Thompson's March 10, 1977 memo have been reviewed and are approved.

You should be commended for taking this step forward in metrication. We are especially pleased to see that you are moving ahead with "hard" metrication and not just converting dimensions, which would be the easy way out.

We selectively checked some conversions and found them satisfactory. We hope that you will check all the conversions very carefully until we become more familiar with the new terms.

For G. L. Green

cc:
OSHD (W J Hart)

RECEIVED
STATE HWY ENGR
MAR 29 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8511

244

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 22, 1977

FILE:

FROM: John Day
Sr. Specifications Engineer

SUBJECT:

TO: J. X. Wilson
Ass't. Regional Engineer

This letter is to document our phone conversation of this date regarding Fat Elk Cr.-Pulaski Creek Section.

John Bond requested the special provisions to indicate the detour be used only between July 5 and September 2 inclusive and that an initial completion time be set to restore through traffic to the Coquille-Bandon Highway not later than September 2, 1977 with $200 per day liquidated damages.

He also felt that Federal-aid regulations would not permit dispersal of any portion of collected liquidated damages to the County except on a percentage equal to their funding percentage to the entire contract.

JD:fw

cc: J. H. Versteeg
John Bond

1 Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAR 23 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

851!

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 8, 1977

FILE: 1058A
1059A

FROM: R. W. Ellison
Acting Bridge Engineer

TO: Mr. Alfred Shirley
Regional Engineer

SUBJECT:
Fat Elk Cr. Br. 1059A
Pulaski Cr. Br. 1058A
Coast Guard Permits

NOTED
E. S. HUNTER

Attached for your information are copies of the Coast Guard Permits for the subject structures.

Please note that any falsework required will also require approval of the Coast Guard. They also require monthly reports, in the form of colored permit drawings, to show progress of the projects. A final report stating the bridge was constructed in accord with the permit drawings is also required. These items should be forwarded to this office for transmittal to the Coast Guard in a routine manner.

RWE:smd

Attachment

cc ✓E. S. Hunter /w/ attach.
D. H. Moehring /w/ attach.

RECEIVED
STATE HWY ENGR
MAR 8 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442-5864

16591
Serial 135
2 March 1977

Oregon State Highway Division
Attention: Mr. Bob Ellison
Assistant Bridge Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

Please find enclosed a permit for your proposed replacement bridge across Pulaski Creek near Coquille, Oregon. Your attention is directed to the conditions of the permit.

Should you require falsework for the purpose of erecting the bridge, a separate permit is required. The permit can be issued by this office. Normally, an additional public notice is not required. Usually a permit for falsework can be issued within one week of the date of receipt.

It is requested that you inform me of the time of start of construction and at monthly intervals until completion of the work. It is suggested the report include a copy of the permit drawings with the work performed outlined in color. A final report is required upon completion of the bridge, stating the bridge was constructed according to the approved drawings. Note special condition No. 1 of the permit specifies there shall be no deviations from the approved drawings without prior approval from the Commandant in Washington, D.C.

Sincerely,

R. C. Walton
R. C. WALTON
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: (1) Bridge Permit # (21-77)

RECEIVED
MAR 7 - 1977
BRIDGE SECTION

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD
WASHINGTON, D.C. 20590
PHONE:

BRIDGE PERMIT
(23-77)

FEB 23 1977

WHEREAS by Title V of an act of Congress approved August 2, 1946, entitled "General Bridge Act of 1946," as amended (33 U.S.C. 525-533), the consent of Congress was granted for the construction, maintenance and operation of bridges and approaches thereto over the navigable waters of the United States;

AND WHEREAS under Section 502(b) of that act, the authority of which was transferred to and vested in the Secretary of Transportation by Section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and delegated by the Secretary to the Commandant, U.S. Coast Guard by Section 1.46(c) of Title 49 Code of Federal Regulations, it is required that the location and plans for such bridges be approved by the Commandant before construction is commenced and in approving the location and plans of any such bridge, the Commandant may impose any specific conditions relating to the construction, maintenance and operation of the structure which he deems necessary in the interest of public navigation, such conditions to have the force of law;

AND WHEREAS the - STATE OF OREGON - has submitted plans and a map of location of a bridge to be constructed across Fat Elk Creek near Coquille, Oregon;

NOW THEREFORE, This is to certify that the location and plans dated November 1976 are hereby approved by the Commandant, subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. The construction of falsework, pilings or other obstructions, if required, shall be accomplished in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to construction of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the construction of the bridge to the satisfaction of the District Commander, when in his judgment the construction work has reached a point where such action should be taken, but in no case later than ninety days after the bridge has been opened to traffic.

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD
WASHINGTON, D.C. 20590
PHONE:

BRIDGE PERMIT
(21-77)

FEB 23 1977

WHEREAS by Title V of an act of Congress approved August 2, 1946, entitled "General Bridge Act of 1946," as amended (33 U.S.C. 525-533), the consent of Congress was granted for the construction, maintenance and operation of bridges and approaches thereto over the navigable waters of the United States;

AND WHEREAS under Section 502(b) of that act, the authority of which was transferred to and vested in the Secretary of Transportation by Section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and delegated by the Secretary to the Commandant, U.S. Coast Guard by Section 1.46(c) of Title 49 Code of Federal Regulations, it is required that the location and plans for such bridges be approved by the Commandant before construction is commenced and in approving the location and plans of any such bridge, the Commandant may impose any specific conditions relating to the construction, maintenance and operation of the structure which he deems necessary in the interest of public navigation, such conditions to have the force of law;

AND WHEREAS the - STATE OF OREGON - has submitted plans and a map of location of a bridge to be constructed across Pulaski Creek near Coquille, Oregon;

NOW THEREFORE, This is to certify that the location and plans dated November 1976 are hereby approved by the Commandant, subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. The construction of falsework, pilings or other obstructions, if required, shall be accomplished in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to construction of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the construction of the bridge to the satisfaction of the District Commander, when in his judgment the construction work has reached a point where such action should be taken.

FEB 23 1977

BRIDGE PERMIT: Bridge across Pulaski Creek near Coquille, Oregon (21-77)

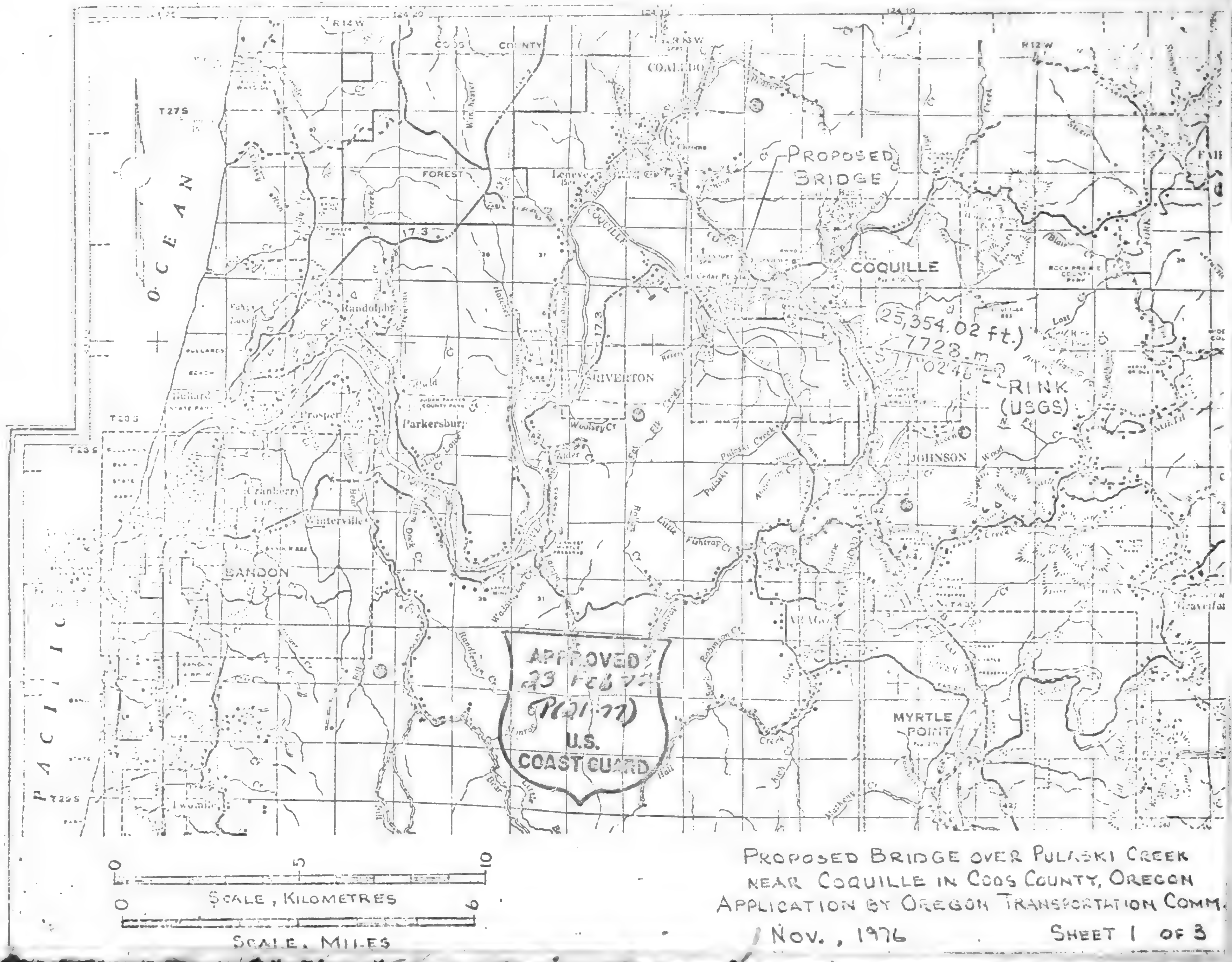
3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of the U.S. Department of the Interior, Fish and Wildlife Service; State of Oregon: Division of State Lands; State Historic Preservation Office, or any other federal, state or local authority having cognizance of any aspect of the location, construction or maintenance of said bridge.

4. All parts of the existing to be replaced bridge across Pulaski Creek, mile 0.5, not utilized in the new bridge shall be removed down to or below the natural bottom of the waterway and the waterway cleared to the satisfaction of the Commander, Thirteenth Coast Guard District. A period of 90 days subsequent to the opening to traffic of the new bridge, mile 0.5, will be allowed for such removal and clearance.

5. The approval hereby granted shall cease and be null and void unless construction of the bridge is commenced within 3 years and completed within 5 years after the date of this permit.

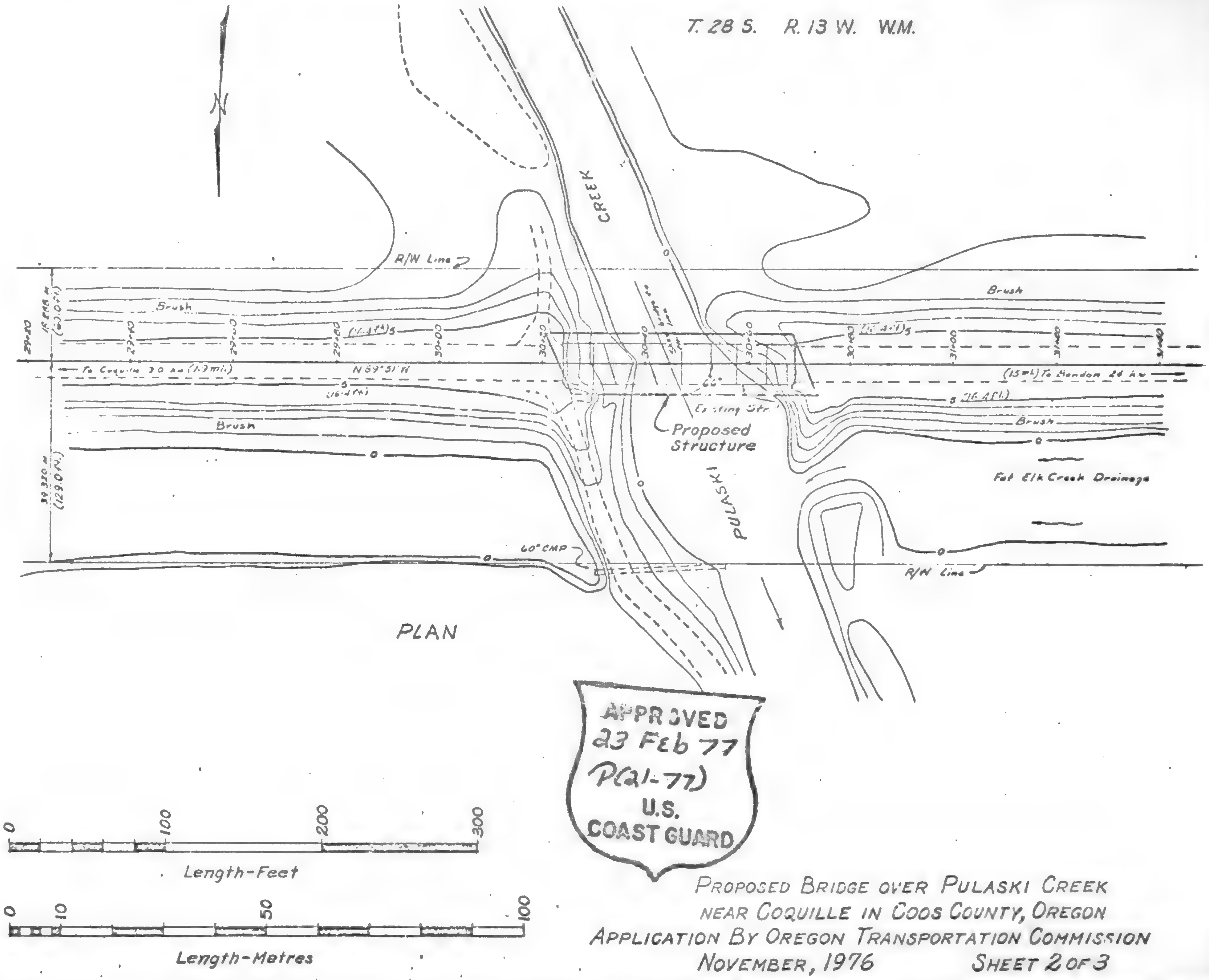
R D Hodges

R. D. HODGES
Captain, U.S. Coast Guard
Chief, Bridge Division
By direction of the Commandant



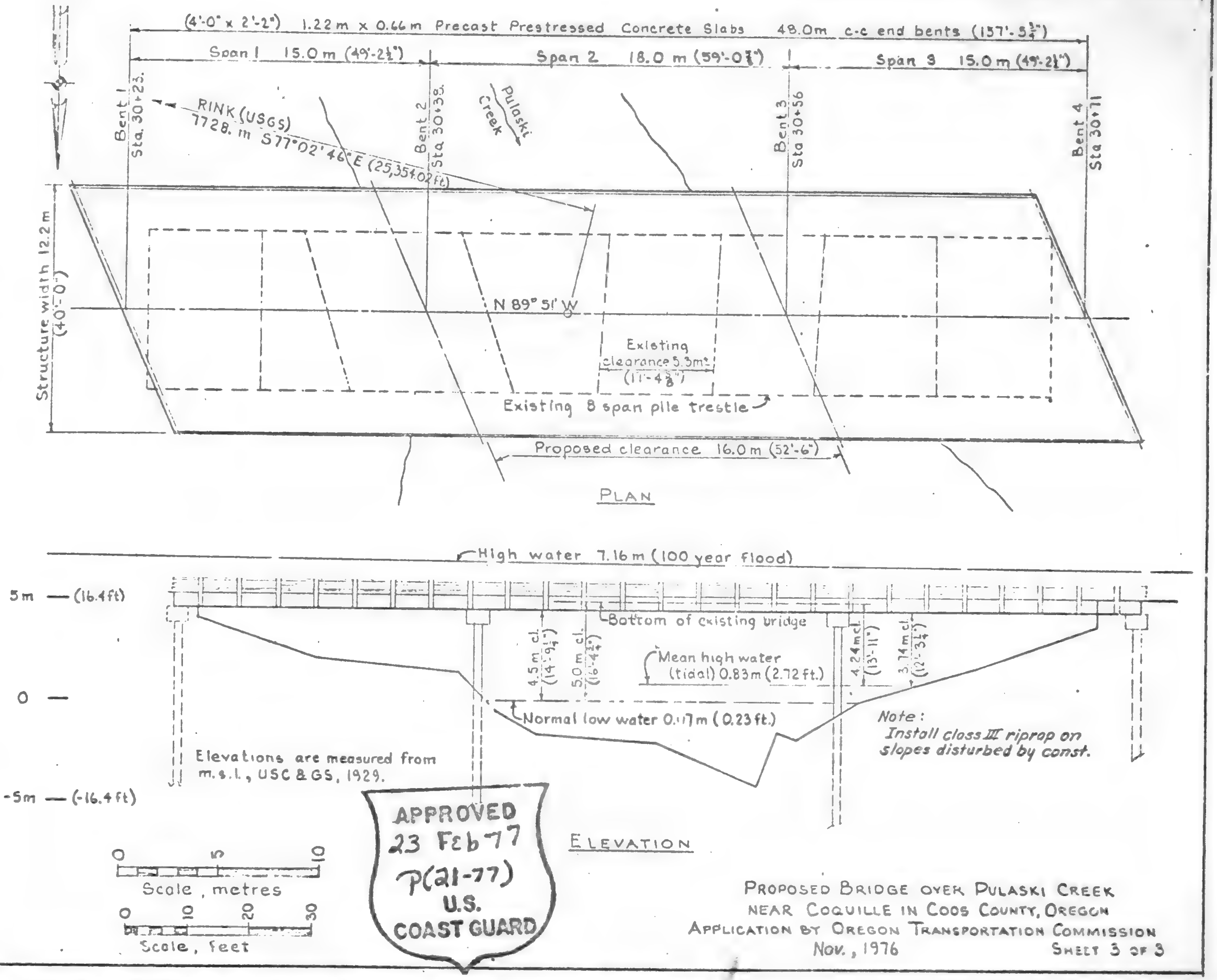
APPROVED
23 Feb 77
P(21-77)
U.S.
COAST GUARD

PROPOSED BRIDGE OVER PULASKI CREEK
NEAR COQUILLE IN COOS COUNTY, OREGON
APPLICATION BY OREGON TRANSPORTATION COMM.
1 NOV., 1976
SHEET 1 OF 3



APPROVED
23 Feb 77
P(21-77)
U.S.
COAST GUARD

PROPOSED BRIDGE OVER PULASKI CREEK
NEAR COQUILLE IN COOS COUNTY, OREGON
APPLICATION BY OREGON TRANSPORTATION COMMISSION
NOVEMBER, 1976 SHEET 2 OF 3


(4'-0" x 2'-2") 1.22 m x 0.66 m Precast Prestressed Concrete Slabs 48.0m c-c end bents (157'-5¾")
Span 1 15.0 m (49'-2½")
Span 2 18.0 m (59'-0⅞")
Span 3 15.0 m (49'-2½")
Bent 1 Sta. 30+23.
Bent 2 Sta 30+38.
Bent 3 Sta 30+56
Bent 4 Sta 30+71
Pulaski Creek
RINK (USGS) 7728. m S77°02'46"E (25,354.02 ft)
Structure width 12.2 m (40'-0")
N 89° 51' W
Existing clearance 5.3m± (17'-4⅝")
Existing 8 span pile trestle
Proposed clearance 16.0 m (52'-6")
PLAN
High water 7.16 m (100 year flood)
5m — (16.4 ft)
0 —
-5m — (-16.4 ft)
Bottom of existing bridge
4.5 m cl. (14'-9¼")
5.0 m cl. (16'-4⅞")
Mean high water (tidal) 0.83 m (2.72 ft.)
4.24 m cl. (13'-11")
3.74 m cl. (12'-3¼")
Normal low water 0.17 m (0.23 ft.)
Note: Install class III riprap on slopes disturbed by const.
Elevations are measured from m.s.l., USC & GS, 1929.
ELEVATION
0 5 10
Scale, metres
0 10 20 30
Scale, feet

APPROVED
23 Feb 77
P(21-77)
U.S.
COAST GUARD

PROPOSED BRIDGE OVER PULASKI CREEK
NEAR COQUILLE IN COOS COUNTY, OREGON
APPLICATION BY OREGON TRANSPORTATION COMMISSION
NOV., 1976
SHEET 3 OF 3

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442-5864

16591
Serial 134
1 March 1977

Oregon State Highway Division
Attention: Mr. Bob Ellison
Assistant Bridge Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

Please find enclosed a permit for your proposed replacement bridge across Fat Elk Creek near Coquille, Oregon. Your attention is directed to the conditions of the permit.

Should you require falsework for the purpose of erecting the bridge, a separate permit is required. The permit can be issued by this office. Normally, an additional public notice is not required. Usually a permit for falsework can be issued within one week of the date of receipt.

It is requested that you inform me of the time of start of construction and at monthly intervals until completion of the work. It is suggested the report include a copy of the permit drawings with the work performed outlined in color. A final report is required upon completion of the bridge, stating the bridge was constructed according to the approved drawings. Note special condition No. 1 of the permit specifies there shall be no deviations from the approved drawings without prior approval from the Commandant in Washington, D.C.

Sincerely,

R. C. Walton

R. C. WALTON
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: (1) Bridge Permit # (23-77)

RECEIVED
MAR 7 - 1977
BRIDGE SECTION

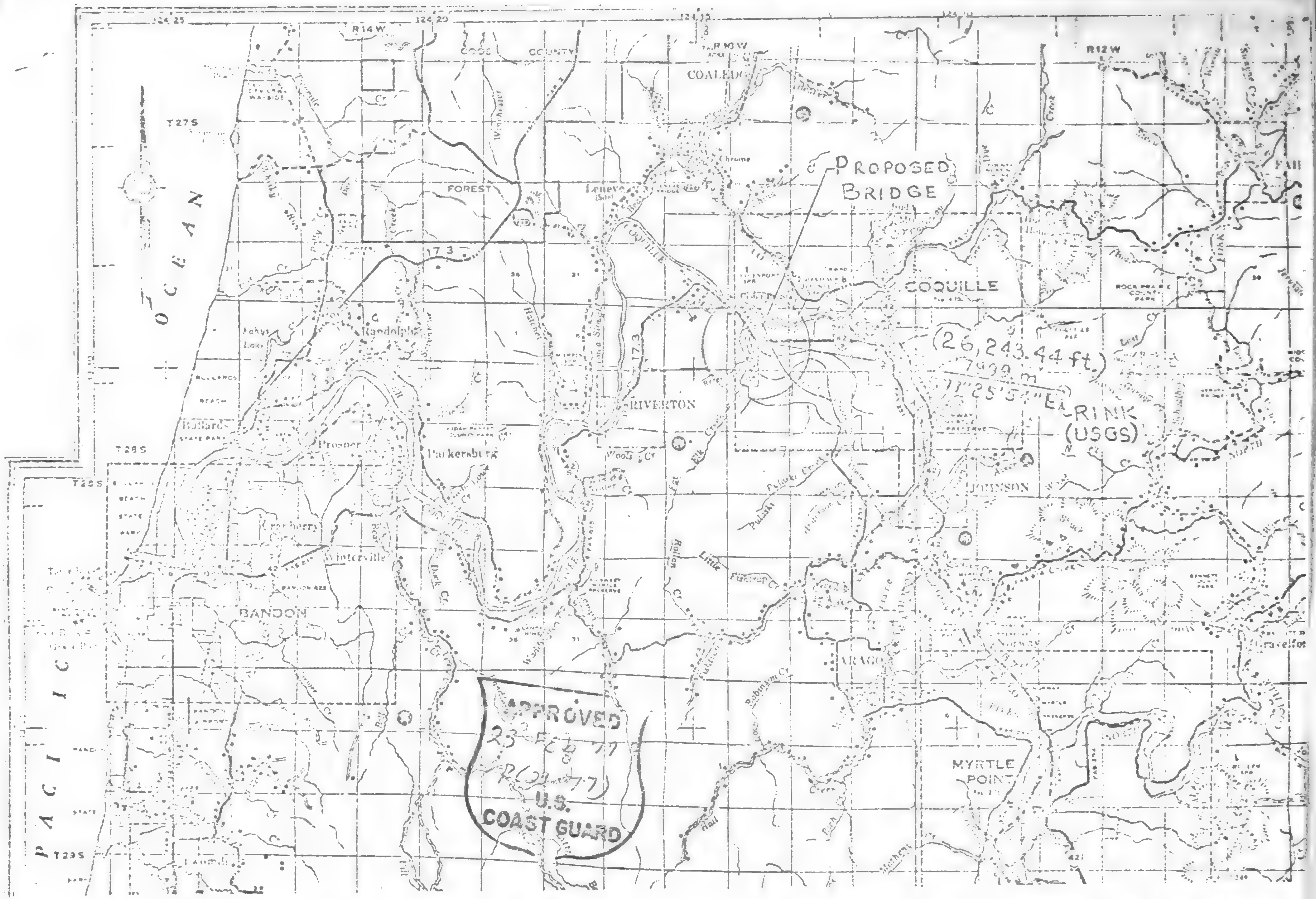
3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of the U.S. Department of the Interior, Fish and Wildlife Service; State of Oregon: Division of State Lands; State Historic Preservation Office, or any other federal, state or local authority having cognizance of any aspect of the location, construction or maintenance of said bridge.

4. All parts of the existing to be replaced bridge across Fat Elk Creek, mile 0.3, not utilized in the new bridge shall be removed down to or below the natural bottom of the waterway and the waterway cleared to the satisfaction of the Commander, Thirteenth Coast Guard District. A period of 90 days subsequent to the opening to traffic of the new bridge, mile 0.3, will be allowed for such removal and clearance.

5. The approval hereby granted shall cease and be null and void unless construction of the bridge is commenced within 3 years and completed within 5 years after the date of this permit.

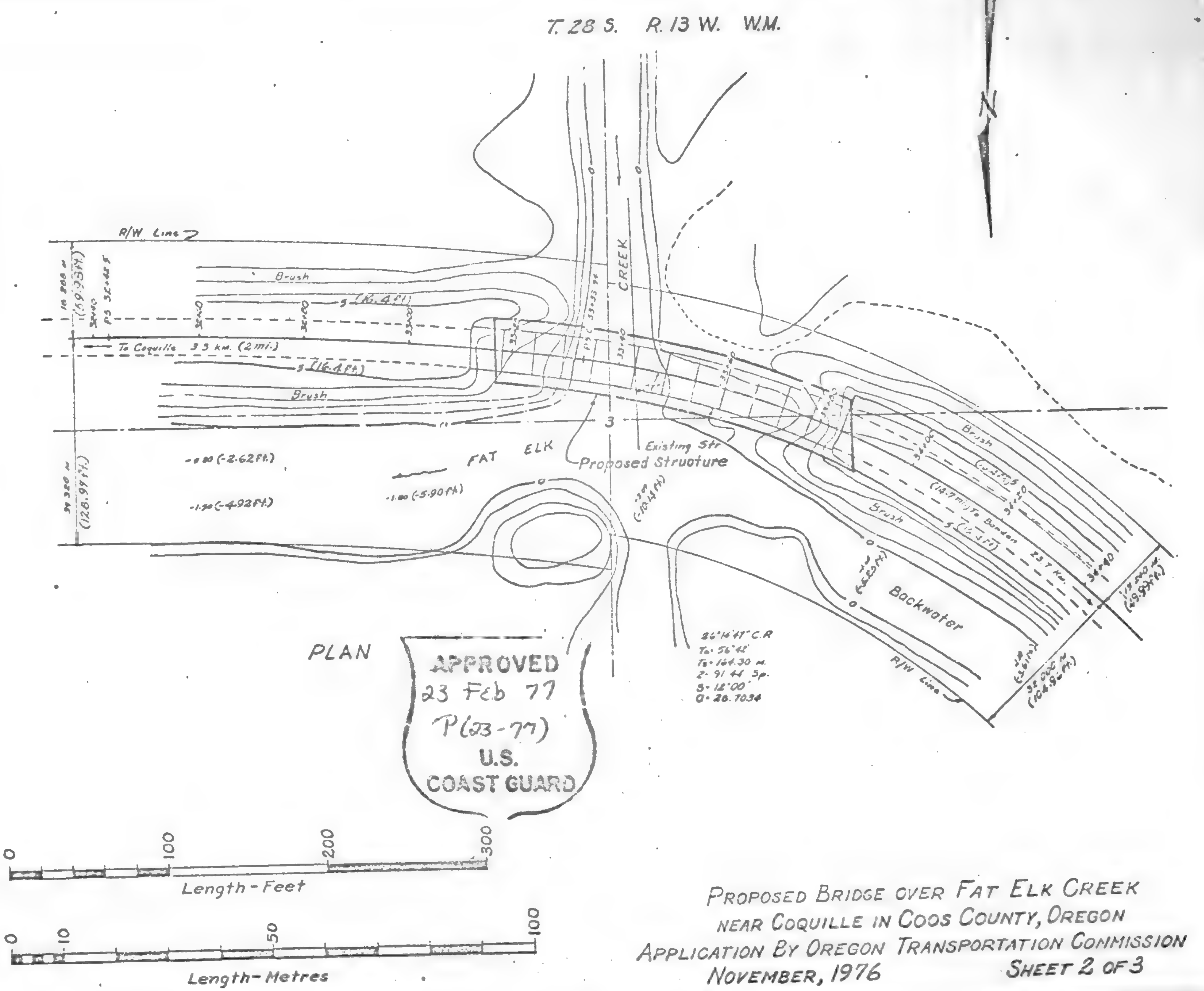
R D Hodges

R. D. HODGES
Captain, U.S. Coast Guard
Chief, Bridge Division
By direction of the Commandant



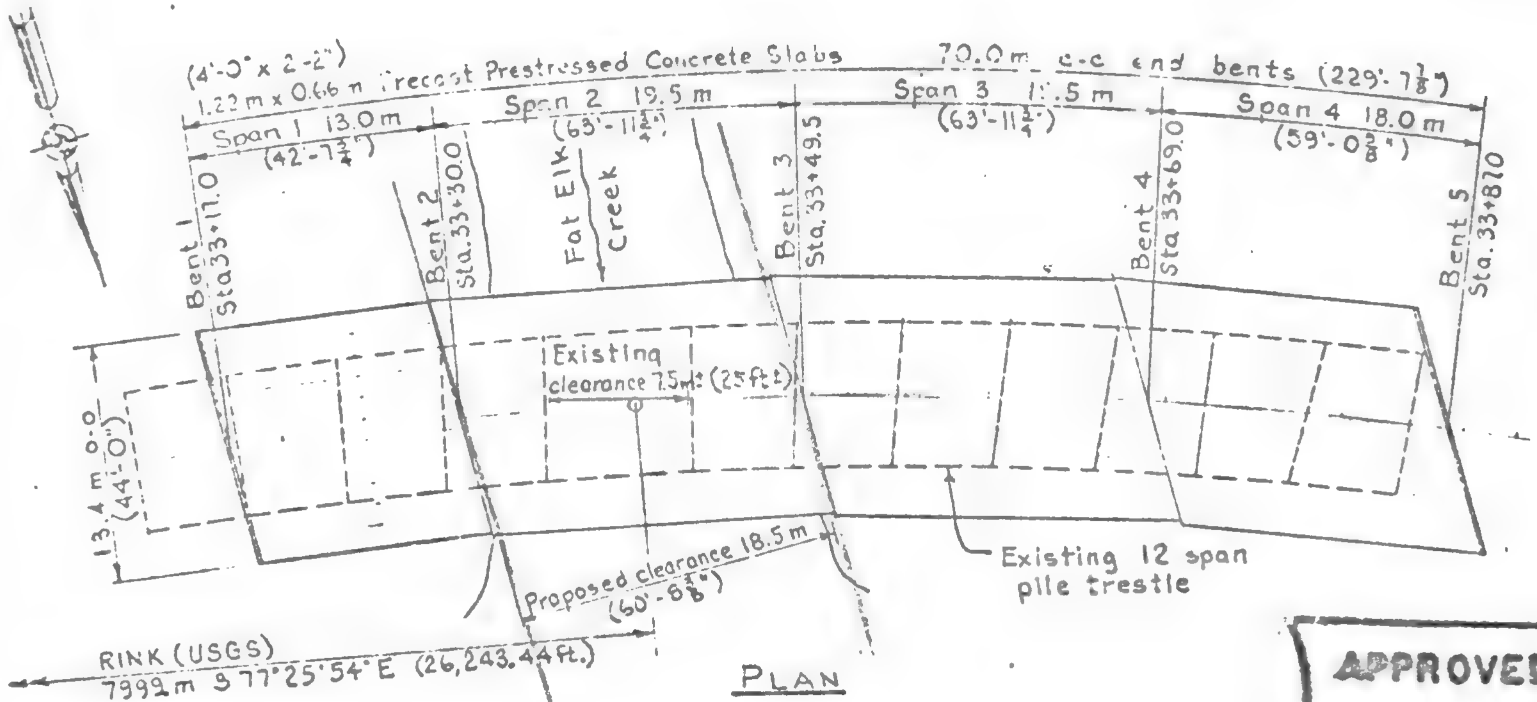
APPROVED
23 FEB 77
R(23 Feb 77)
U.S.
COAST GUARD

PROPOSED BRIDGE OVER FAT ELK CREEK
NEAR COQUILLE IN COOS COUNTY, OREGON
APPLICATION BY OREGON TRANSPORTATION COMM
NOV. , 1976
SHEET 1 OF 3



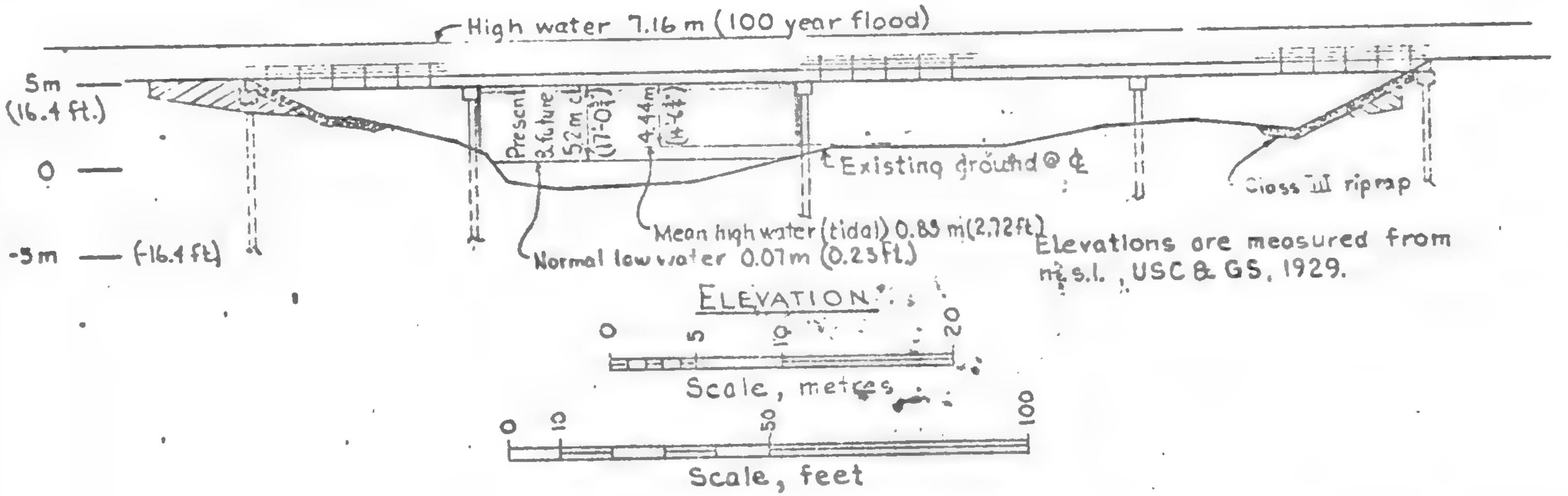
APPROVED
23 Feb 77
P(23-77)
U.S.
COAST GUARD

PROPOSED BRIDGE OVER FAT ELK CREEK
NEAR COQUILLE IN COOS COUNTY, OREGON
APPLICATION BY OREGON TRANSPORTATION COMMISSION
NOVEMBER, 1976
SHEET 2 OF 3



PLAN

APPROVED
23 Feb 77
P(23-77)
U.S.
COAST GUARD


High water 7.16 m (100 year flood)
5m (16.4 ft.)
0
-5m (-16.4 ft)
Present & future 5.2 m cl. (17'-0⅝")
4.44 m (14'-7")
Existing ground @ ℄
Class III riprap
Mean high water (tidal) 0.83 m (2.72 ft)
Normal low water 0.07 m (0.23 ft.)
0 5 10 20
Scale, metres
0 10 50 100
Scale, feet

ELEVATION

Elevations are measured from m.s.l., USC & GS, 1929.

PROPOSED BRIDGE OVER FAT ELK CREEK
NEAR COQUILLE IN COOS COUNTY, OREGON
APPLICATION BY OREGON TRANSPORTATION COMMISSION
NOV., 1976
SHEET 3 OF 3

8511 2-2-77 13

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: BRF-F-50(1)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70112& 70118

COUNTY NAME: Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 25 '77
REFER TO
Rulien

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	2-8-77	Primary Route 50 Secondary Route 244

GENERAL LOCATION:

"Fat Elk Creek - Pulaski Creek Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering for Fat Elk Creek Bridge #1059. Construct Fat Elk Cr. Br. & Pulaski Cr. Br., grade, drain and pave. Code 6201 X020 7.4 KM

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $10,000 - FF $8,040
(Fat Elk Creek Only)
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 1-28-77 letter, you are authorized to proceed with the work as shown above.

(Note: PE for Pulaski Creek approved 6-1-76 under RS-591(3) System Action 7-1-76 to Federal-aid Primary)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-8-77	G K [illegible] for	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8511

~~PRO 6-2~~

January 28, 1977

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rulien
Program Management Engineer

SUBJECT Federal Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal aid funding of the following joint financed Special Bridge Replacement and Consolidated Primary Project.

Item No.	Project No.	Section Name & PNRS No.
70112 & 70118	BRF-F-50(1)	Fat Elk Cr.-Pulaski Cr. #7610-2-330

CL:ljt
Encl.

cc: G. L. Green, FHWA

8511

1

~~PRO 6-2~~

January 28, 1977

TO G.L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 70112 & 70118
Project No. BRF-F-50(1)
Fat Elk Cr.-Pulaski Cr. Section
Coos County

Attached is data for the subject joint financed project.

We request authorization to proceed with all phases of preliminary engineering necessary to obtain PS&E approval which will result in an obligation in total cost and federal funds as follows:

Funds	Total Cost	Federal Funds
Consolidated Primary (010)	$5,000	$4,290
Special Bridge Replacement (115)	5,000	3,750
TOTAL	$10,000	$8,040

CL:ljt
Att.

cc: A. Shirley, Jr., Reg. 3

NO.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 28, 1977

PROJECT LOCATION (45 typewriter spaces)	**ADT**	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 42S, 2.7 KM W. of Coquille W. 7.4 KM		1,600	2,700	97	10	Oregon	41	010 115	70112 70118

ROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Dr, H.T. Pave, 2 brs.								BRF-F-	50	(1)		

AL FUNDS: Special Bridge Replacement & Consolidated Primary

COUNTY NAME: Coos — CODE: 011

PROGRAM STAGE: ☐ 1 OR ☐ 2

AREA: - - -

ROUTE NO. P — FEDERAL-AID: *50 — STATE: 244 — U.S.: ---

CLASS	WORK TYPE	STEP	TERMINI (Full description)	~~MILES~~ KM	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					ESTIMATED PROJECT COST BY PHASES				
	PE		Con. Prim. (85.8%) SBR (75%)	(7.4) 7.282 0.118	(10,000) 5,000 5,000	4,290 3,750	710 1,250		
	ROW		"Fat Elk Cr.-Pulaski Cr. Section"						
	CONST (CODE) 6201 X020		Con. Prim. (85.8%) SBR (75%)	(7.4) 7.282 0.118	(770,000) 270,000 500,000	231,660 375,000	38,340 125,000		ROW - 47.244^{m} min.; Access Control-None; Parking Restrictions-None.
	ARED BY CL		**PROJECT TOTALS**	7.4	780,000	614,700	165,300		

RAM APPROVAL DATES

November 5, 1976
December 22, 1976

REMARKS

*Former FAS 815
Project No. S-591(-)

-over-

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	January 28, 1977

FEDERAL-AID PROGRAM DATA

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 68	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	ST CO (2)
2		SR 42S, 2.7 KM W. of Coquille W. 7.4 KM		1,600	2,700	97	10	Oregon	4

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SEQ.
3	P.E., Gr, Dr, H.T. Pave, 2 brs.								BRF-F-	50	(1

CARD						
4	CLASS OF FEDERAL FUNDS: Special Bridge Replacement & Consolidated Primary	COUNTY NAME: Coos				CODE (14) (16): 011
	NAME OF URBAN AREA 17-31: - - -	ROUTE NO.: P	FEDERAL-AID: *50 (32)	STATE: 244 (36)	U.S. (37): --- (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	~~MILES~~ KM	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		Con. Prim. (85.8%) SBR (75%)	(7.4) 7.282 0.118	(10,000) 5,000 5,000	4,290 3,750	710 1,250	
5					**ROW**		"Fat Elk Cr.-Pulaski Cr. Section"					
5					**CONST** (CODE) 6201 X020		Con. Prim. (85.8%) SBR (75%)	(7.4) 7.282 0.118	(770,000) 270,000 500,000	231,660 375,000	38,340 125,000	

ROW
Acc
Par
N

CARD	CODE	PREPARED BY		KM	TOTAL	FEDERAL	STATE
1	1	CL	PROJECT TOTALS	7.4	780,000 (16) (23)	614,700 (24) (33)	165,300
1	14	PROGRAM APPROVAL DATES: November 5, 1976 December 22, 1976					REMARKS

*Former FAS 815
Project No. S-591(-)

-PULASKI CR. SECTION

BRF-F-50(1)

cilities:
y -- 20' bituminous surface with 2' shoulders.
ure- Fat Elk Cr. Br. #1059, 236' timber pile trestle, HC 24'5"
Pulaski Cr. Br. #1058, 150' timber pile trestle, HC 24'5"

ctions: Same as existing facility.

a: Work under this project consists of the following:

reliminary engineering all phases. (Preliminary engineering for ulaski Cr. Bridge is programed and authorized on Project No. S-591(3))

rade, drain and high-type pavement necessary to widen and overlay xisting roadway to provide two 3.6 metre travel lanes with 2.4 etre shoulders.

emove existing structures and construct two reinforced concrete ridges 48 metres and 70 metres in length with a roadway width f 12.2 metres.

on, Airports, Railroads, Water Developments, Historical and l Areas: None involved.

Right-of-Way: None required

Requirements: Nonmajor action project concurred in by FHWA on 976 and May 18, 1976.

IM 50-1-70 Requirements:

Fat Elk Cr. Bridge---Exempt from State Clearinghouse and District 7 Clearinghouse A-95 review under working agreement.

Pulaski Cr. Bridge---State Clearinghouse and District 7 Clearinghouse A-95 review letters of approval dated October 27, 1976 and October 19, 1976 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings: None required under Oregon Action Plan.

(b) Location/Design: Not a factor in the development of this project.

Data for PR-37:	Type Code 6201	$270,000
	Type Code X020	$500,000

NOTE:
(1) This project is in Congressional District No. 4.
(2) This project is jointly financed utilizing Special Bridge Replacement funds for replacement of the two structures and approaches and consolidated primary funds for the roadway grading and paving.
(3) On-the-job trainees, as set forth in FHWA order interim 7-2(2) on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

FAT ELK CR.-PULASKI CR. SECTION

PROJECT NO. BRF-F-50(1)

Existing Facilities:
Roadway -- 20' bituminous surface with 2' shoulders.
Structure- Fat Elk Cr. Br. #1059, 236' timber pile trestle, HC 24'5"
Pulaski Cr. Br. #1058, 150' timber pile trestle, HC 24'5"

Adjacent Sections: Same as existing facility.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases. (Preliminary engineering for Pulaski Cr. Bridge is programed and authorized on Project No. RS-591(3))

(2) Grade, drain and high-type pavement necessary to widen and overlay existing roadway to provide two 3.6 metre travel lanes with 2.4 metre shoulders.

(3) Remove existing structures and construct two reinforced concrete bridges 48 metres and 70 metres in length with a roadway width of 12.2 metres.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Additional Right-of-Way: None required

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on April 19, 1976 and May 18, 1976.

IM 50-1-70 Requirements:

Fat Elk Cr. Bridge---Exempt from State Clearinghouse a
District 7 Clearinghouse A-95 rev
under working agreement.

Pulaski Cr. Bridge---State Clearinghouse and District
Clearinghouse A-95 review letters
approval dated October 27, 1976 a
October 19, 1976 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings: None required under Oregon Acti

(b) Location/Design: Not a factor in the development project.

Data for PR-37: Type Code 6201 $270,000
Type Code X020 $500,000

NOTE: (1) This project is in Congressional District No. 4.
(2) This project is jointly financed utilizing Speci
Replacement funds for replacement of the two
and approaches and consolidated primary fund
roadway grading and paving.
(3) On-the-job trainees, as set forth in FHWA order
7-2(2) on this project will be determined at
and the number stipulated in the PS&E docume

8511 244

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

ROSEBURG, OREGON 97470

DATE December 17, 1976

TO DUANE CHRISTENSEN
Final Design Engineer

Elliott Parker

FROM ELLIOTT PARKER
Region Geologist

SUBJECT Preliminary Plans for Review (Addendum)
FAT ELK CR.-PULASKI CR. Section
Coquille-Bandon Hwy.
Coos County

I talked to Bud Shirley about the proposal to raise the grade in the vicinity of Pulaski and Fat Elk Creeks---he and Dick Lenz informed me that a higher grade would result in flooding a considerably larger area upstream from the structures. I therefore withdraw my recommendations for such action as stated in letter to you dated December 10, 1976. (copy attached)

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
Swenson
Savage
Trout

RECEIVED
DEC 22 1976
ROAD DESIGN
S

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To.
Bring Up
Other

REFERRED TO
Beard Reed
✓ Cole Sample
Eriksen F.E. Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
ROSEBURG, OREGON 97470

DATE December 10, 1976

TO Duane O. Christensen
Final Design Engineer

Elliott Parker

FROM ELLIOTT PARKER
Regional Geologist

SUBJECT Preliminary Plans for Review
Fat Elk Cr.-Pulaski Cr. Section
Coquille-Bandon Highway
Coos County

With the exception of the existing bridge decks at Fat Elk and Pulaski Creeks, this section of the highway is frequently under water during the peak of spring flood stages. The problem occasionally becomes accute enough to force closure of the highway. It seems to us that the entire grade should be raised to the level of the existing bridge decks rather than do as the project plans suggest. If the present level of the decks were maintained, there would always be the possibility of raising the grade on the rest of the highway thereby insuring use during the flood season.

It is noted that the old R/W map stationing progresses from east to west and that the "old" stationing and the "new" stationing as shown on the preliminary plans do not coincide either numerically or in direction of progression at the two structure sites.

A source of massively jointed sandstone that appears to be suitable for use as Class 800 Rip Rap is located on state owned property adjacent west of the highway and north of the Fat Elk Creek Road junction. The source is marked on project map as SOURCE NO. 6-123-3 and a qualification sample will be submitted in the near future.

Our Regional Materials Engineer, Rock Pope has jotted down some remarks in RED on sheets # 2 and 3.

c.c. A. Shirley
c.c. file

8511

244

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 10, 1976

In reply refer to: 1041B.3

SUBJECT: Fat Elk-Pulaski Creek Section
Coquille-Bandon Highway
Coos County

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Versteeg, in his December 2 letter, supports the assumption that any timbers errected with Federal funds on the subject bridges should not be considered to have any salvage value. I agree due to the length of time since Federal funds have been involved in constructing these bridges.

G K Hassner
for G. L. Green

REFERRED TO

Beard	Reed
Cole	Sample
✓ Eriksen FE	Watson
Hager	Wolfe

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Doz
3 CM

RECEIVED
14 1976
ROAD DESIGN SECTION

Requires Early
Requires
Recommend
Do not
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Other

1 '76
REFER TO
Versteeg

cy Rulien
Machinig
Bud Shirley
12-14-76

8511

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1859

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 2, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Re: Fat Elk Creek-Pulaski Creek Section
Coquille-Bandon Highway
Coos County

It is proposed to salvage timbers, suitable for re-use by the State, from the existing wooden pile trestle structures. The salvaged timbers will be placed in a pile at the end of the structures to be picked up by State Maintenance Forces.

These bridges were constructed in 1924. In 1938-39, the bridges were reconstructed, raised and widened to their present configuration on a Federal Aid Project. Major repairs were made to both bridges in 1953 and 1975 by State Forces. The 1975 repairs were emergency, temporary repairs to serve until the bridges could be replaced.

It is anticipated that most of the salvageable materials will be from the State's repair work in 1953 and later. If any material is salvaged from the construction of 1938-1939, it is assumed that material will have depreciated to the point of having no value.

The salvaged materials then, so far as this project is concerned, will be assumed to have no value.

We will specify that timbers designated by the Engineer be salvaged and stockpiled at the ends of the structures as directed. The remaining materials will become the property of the contractor.

We solicit your concurrence that it is in the public interest to salvage this material and make it available for use by the State.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Duane O. Christensen
Duane O. Christensen
Final Design Engineer

DOC:az
cc: E. S. Hunter
L. W. Rulien
D. H. Moehring
A. J. Shirley
C. G. Swenson
F. Eriksen

RECEIVED
STATE HWY ENGR
DEC 4 '76
REFER TO
FOR
Info Inve R/D D/R Sign Act File

.8511

15

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 2, 1976

NOTED
E. S. HUNTER

Mr. L. W. Korf
Deputy Director
Washington Department of Highways
Highway Administration Building
Olympia, WA 98504

Enclosed are prints of the vicinity maps and plan and elevation sheets for the Pulaski Creek and Fat Elk Creek bridges. These are metric projects in which you expressed an interest. We will send you copies of the contract plans and specifications when these are completed, probably in four to six months.

Our original intent was to prepare the project on International A Series size sheets. The field engineers made their submittals on A1 size sheets. Our reproduction department, however, told us that they could not process this size sheet for contract plans. We have, therefore, reverted to the standard Federal-aid size sheet for the preparation of our plans.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

Enclosure

ATB:dh

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DEC 2 '76
REFER TO
FOR

cc E. S. Hunter

Bring up 8-25-76

Bill Korf

Would like a copy of the preliminary metric bridge plans for Paluski & Flat Elk Cr Bridges.

Preliminary Plan & Elevation will be sent as soon as available (Anticipate Oct. 4-10)
Complete Plans & Specs will be forwarded when available (Anticipate 6 months or so.)

PMO
9-22-76

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BRIDGE SECTION

RECEIVED
SEP 21 1976
BRIDGE SECTION

Korf
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Department of Highways
istration Building
gton 98504

JULY 28 1976

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DEC 1 '76
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

C/up 8-25-76

NOTED
P.M. OAKLEY

NOTED
R. W. ELLISON

8511

15

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 26, 1976

Mr. John Payne
Portland District Corps of Engineers
P. O. Box 2946
Portland OR 97208

NOTED
E. S. HUNTER

Gentlemen:

Re: Fat Elk Creek-Pulaski Creek Section
Coquille-Bandon Highway
Coos County

An application for a Section 404 permit for the subject section is enclosed, together with drawings for the two bridges and roadway reconstruction involved.

We would appreciate your earliest consideration of this application.

Very truly yours,

Frank E. Terpin
Location Engineer

Enc.

WAE:mc
bc E. S. Hunter✓ (w/att)
J. H. Versteeg "
R. W. Ellison "
Gary A. Potter "
Donald Trout "
D. E. Keyes "

RECEIVED
STATE HWY ENGR
NOV 29 '76
REFER TO
FOR

Form 81-734-3123

APPLICATION FOR A DEPARTMENT OF THE ARMY PERMIT

One set of original drawings and two copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and checklist).

1. Application number (To be assigned by Corps).

2. Date.
Day Mo. Yr.

3. For official use only.

4. Name and address of applicant.

Frank E. Terpin, Location Engineer
State Highway Division
212 Transportation Building
Salem OR 97310

Telephone number 378-6883 Social Security No. N/A

5. Name, address, and title of applicant's authorized agent for permit application coordination.

Donald E. Keyes
Location Liaison Engineer
Oregon State Highway Division
212 Transportation Building
Salem OR 97310

Telephone Number 378-6265

6. Describe the proposed activity, its purpose and intended use, including a description of the type of structures, if any, to be erected on fills, or pile or float-supported platforms, and the type, composition and quantity of materials to be discharged or dumped and means of conveyance.

See attachment

7. Proposed use.
Private ☐ Public ☒ Commercial ☐ Other ☐ (Explain in remarks)

8. Name and addresses of adjoining property owners whose property also adjoins the waterway.

D.J. & M.E. Johnson Rt. 1, Box 3630, Coquille OR 97423
R.R. & V. Roth Rt. 1, Box 3900, Coquille OR 97423
V.L. & E.E. Breuer Catching Creek Rt. Box 13, Coquille OR 97423
John D. & Eda M. Breuer Catching Creek Rt. Box 12, Coquille OR 97423

9. Location where proposed activity exists or will occur.

Sec. 3 Twp 28S Rge 13W, W.M. (Where applicable)

State	County	In - City or Town	Near - City or Town
Oregon	Coos		Coquille

10. Name of waterway at location of the activity. Pulaski Creek & Fat Elk Creek

ENG FORM 1 APR 74 4345 REPLACES ENG FORMS 4345 AND 4345-1 (PART A), MAY 71 AND 4345-1 (PART B), JUN 71, WHICH ARE OBSOLETE. (ER 1145-2-303) (EP 1145-2-1)

11. Date activity is proposed to commence. May 1977

Date activity is expected to be completed. Feb 1978

12. Is any portion of the activity for which authorization is sought now complete? Yes ☐ No ☒
If answer is "Yes" give reasons in the remarks section. Month and year the activity was completed ______________________. Indicate the existing work on the drawings.

13. List all approvals or certifications required by other Federal, interstate, state or local agencies for any structures, construction, discharges, deposits or other activities described in this application.

Issuing Agency	Type Approval	Identification No.	Date of Application	Date of Approval
Division of State Lands	Removal/Fill		Not applied for at this time	
U.S. Coast Guard	Const. of bridge across a navigable stream	Fat Elk Cr. not assigned; Pulaski Cr. 76-N-26	10/1/76 (both structures)	Not received

14. Has any agency denied approval for the activity described herein or for any activity directly related to the activity described herein? Yes ☐ No ☒ (If "Yes" explain in remarks)

15. Remarks (see paragraph 3 of Permits Pamphlet for additional information required for certain activities).

16. Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

Signature of Applicant

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisioned not more than five years, or both.

The application must be signed by the person who desires to undertake the proposed activity; however, the application may be signed by a duly authorized agent if accompanied by a statement by that person designating the agent and agreeing to furnish upon request, supplemental information in support of the application.

If the activity includes the discharge of dredged or fill material in navigable waters or the transportation of dredged material for the purpose of dumping it in ocean waters, the application must be accompanied by a fee of $100 for quantities exceeding 2500 cubic yards and $10 for quantities of 2500 cubic yards or less. Federal, State and local governments are excluded from this requirement.

6. The project consists of the construction of two new highway bridges, removal of the existing bridges and reconstruction of the roadway throughout the project.

A new highway bridge will be constructed over Pulaski Creek and the existing bridge will be removed. Excavation of approximately 450 cubic meters of material will be required to provide a toe trench at the ends of the approach fills for the placement of riprap. Approximately 920 cubic meters of riprap and 275 cubic meters of gravel filter blanket will be placed at the ends of the approach fills.

A new highway bridge will also be constructed over Fat Elk Creek and the existing bridge removed. Approximately 465 cubic meters will be excavated to provide a toe trench at the ends of the approach fills for the placement of riprap. Approximately 860 cubic meters of riprap and 240 cubic meters of gravel filter blanket will be placed at the ends of the approach fills.

Reconstruction of the roadway throughout the project will require the excavation of approximately 2800 cubic meters of granular material, and the placement of approximately 4765 cubic meters of reasonably clean, organic-free embankment material. Roadbed surfacing quantities to be placed are approximately 880 cubic meters of 1"-0 crushed aggregate base material and approximately 3190 metric tons of asphaltic concrete paving material. All the proposed activity is below the high water elevation for a 100-year frequency flood. The total length of the project is 0.14 mile.

Equipment required will be a dragline, pile driver, bulldozer, dump trucks and other miscellaneous equipment.

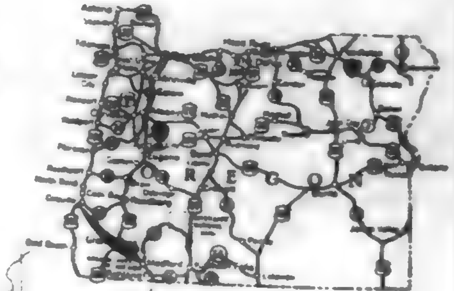
INDEX OF SHEETS	
[illegible]	[illegible]
	Title Sheet
2	Typical Sections & Details
2A	Temporary Protection & Direction of Traffic
2B	Summary & Details
3,4	Plan & Profile

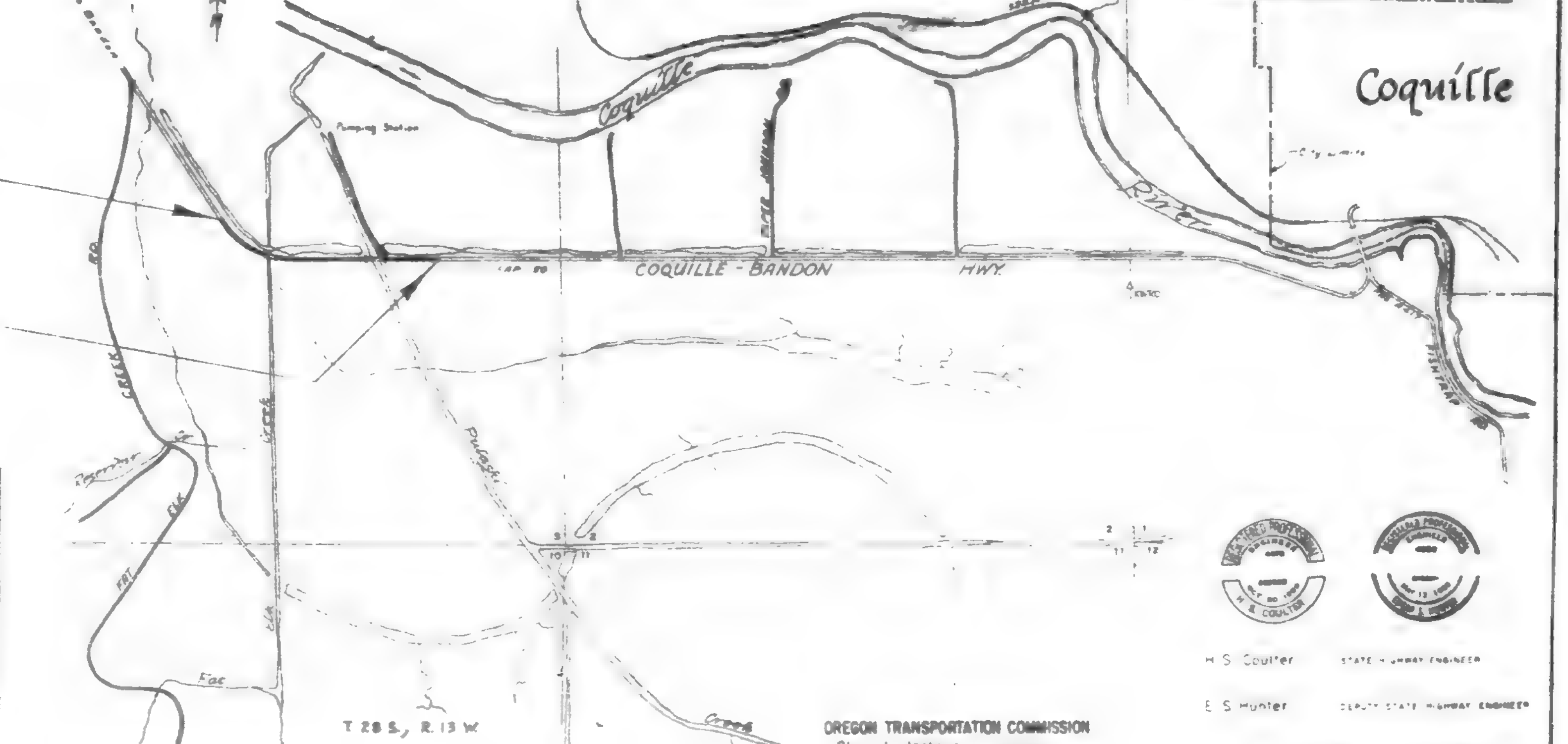
STATE OF OREGON
STATE HIGHWAY DIVISION
PLANS FOR PROPOSED PROJECT

FAT ELK CR ~ PULASKI CR SEC

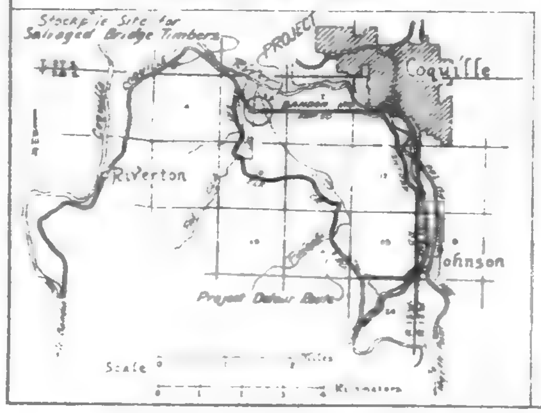
COQUILLE - BANDON HIGHWAY
COOS COUNTY

Fat Elk Cr ~ Pulaski Cr Sec Coquille - Bandon Highway Coos County				Sheet No. 1
[illegible]	[illegible]	Project Number	Fiscal Year	Total Sheets
10	OREGON			





PROJECT DETOUR ROUTE



H S COULTER

H S Coulter — STATE HIGHWAY ENGINEER

E S Hunter — DEPUTY STATE HIGHWAY ENGINEER

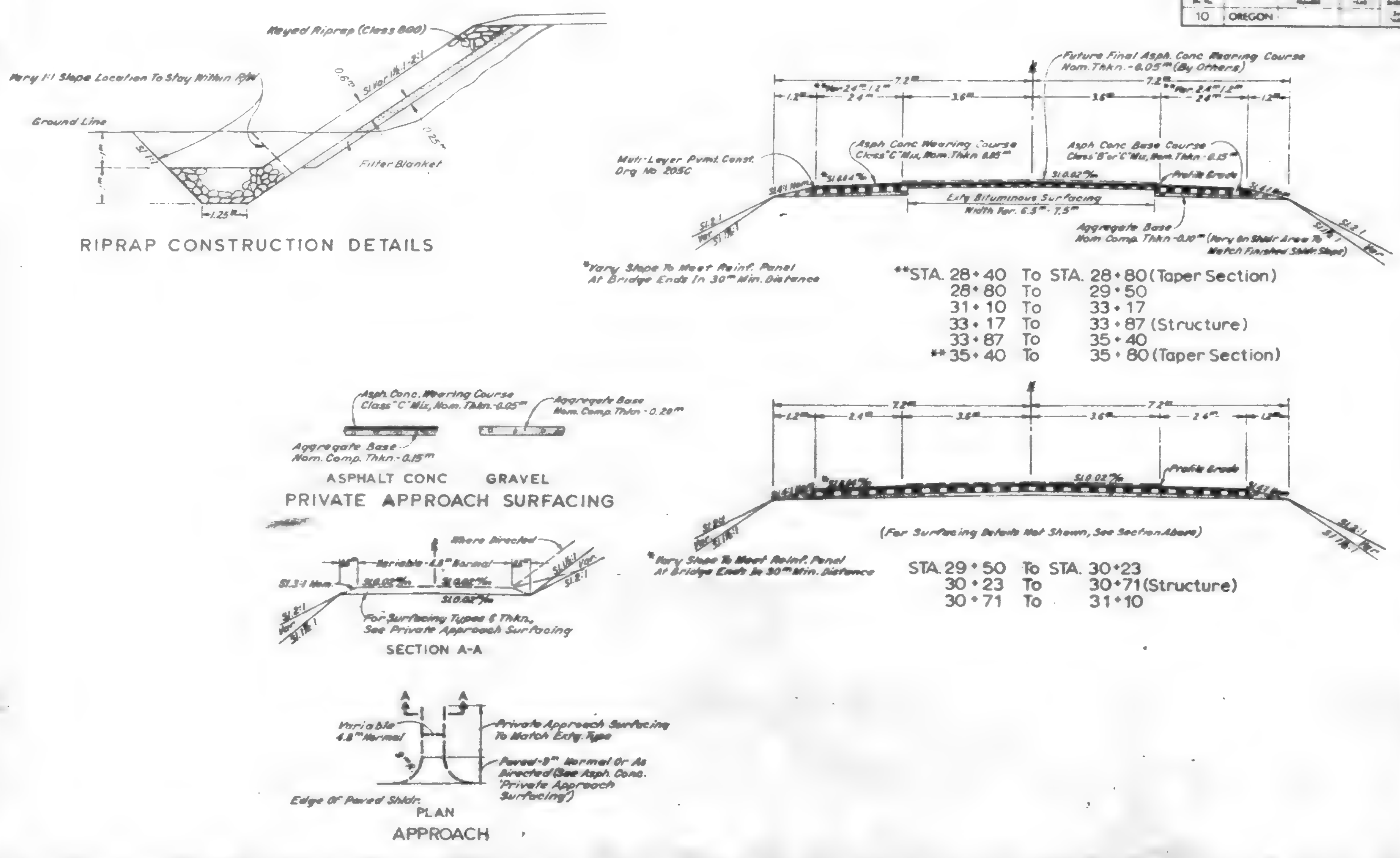
OREGON TRANSPORTATION COMMISSION

Glenn L Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P Hollern	COMMISSIONER
Peter J Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A Burco	DIRECTOR OF TRANSPORTATION
Fred B Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
DISTRICT ENGINEER ____ DATE

FAT ELK CR.-PULASKI CR. SEC.
COQUILLE-BANDON HIGHWAY
COOS COUNTY
10 OREGON
2

TYPICAL SECTION


Keyed Riprap (Class 800)
Vary 1:1 Slope Location To Stay Within R/W
Ground Line
Sl. 1:1
0.6 m
Sl. Var. 1½:1 - 2:1
0.25 m
Filter Blanket
1.25 m
RIPRAP CONSTRUCTION DETAILS
Future Final Asph. Conc Wearing Course Nom. Thkn. - 0.05 m (By Others)
7.2 m
**Var. 2.4 m/1.2 m
1.2 m
2.4 m
3.6 m
Multi-Layer Pvmt. Const. Drg No 205C
Asph Conc Wearing Course Class "C" Mix, Nom. Thkn. 0.05 m
Asph Conc Base Course Class "B" or "C" Mix, Nom. Thkn. 0.15 m
Profile Grade
Sl. 0.04 m/m
Sl. 0.02 m/m
Exty Bituminous Surfacing Width Var. 6.5 m - 7.5 m
Aggregate Base Nom. Comp. Thkn. - 0.10 m (Vary On Shldr Area To Match Finished Shldr Slope)
Sl. 2:1
Var.
Sl. 1½:1
*Vary Slope To Meet Reinf. Panel At Bridge Ends In 30 m Min. Distance
**STA. 28+40 To STA. 28+80 (Taper Section)
28+80 To 29+50
31+10 To 33+17
33+17 To 33+87 (Structure)
33+87 To 35+40
**35+40 To 35+80 (Taper Section)
Asph. Conc. Wearing Course Class "C" Mix, Nom. Thkn. - 0.05 m
Aggregate Base Nom. Comp. Thkn. - 0.15 m
Aggregate Base Nom. Comp. Thkn. - 0.20 m
ASPHALT CONC
GRAVEL
PRIVATE APPROACH SURFACING
(For Surfacing Details Not Shown, See Section Above)
*Vary Slope To Meet Reinf. Panel At Bridge Ends In 30 m Min. Distance
STA. 29+50 To STA. 30+23
30+23 To 30+71 (Structure)
30+71 To 31+10
Where Directed
Variable - 4.8 m Normal
Sl. 0.02 m/m
Sl. 0.05 m/m
Sl. 3:1 Nom.
Sl. 2:1
For Surfacing Types & Thkn., See Private Approach Surfacing
SECTION A-A
A
Variable 4.8 m Normal
Private Approach Surfacing To Match Exty. Type
Paved - 9 m Normal Or As Directed (See Asph. Conc. "Private Approach Surfacing")
Edge Of Paved Shldr.
PLAN
APPROACH

Sec. 3, T.28 S., R.13 W., W.M.

① Remove Exty Structure
Salvage Extg. Bridge Timbers As Directed

② Bridge No 1058 A
Const Structure - 48 m
Rdwy Width - 12.2 m
(For Drg. No., See Sht. 1)

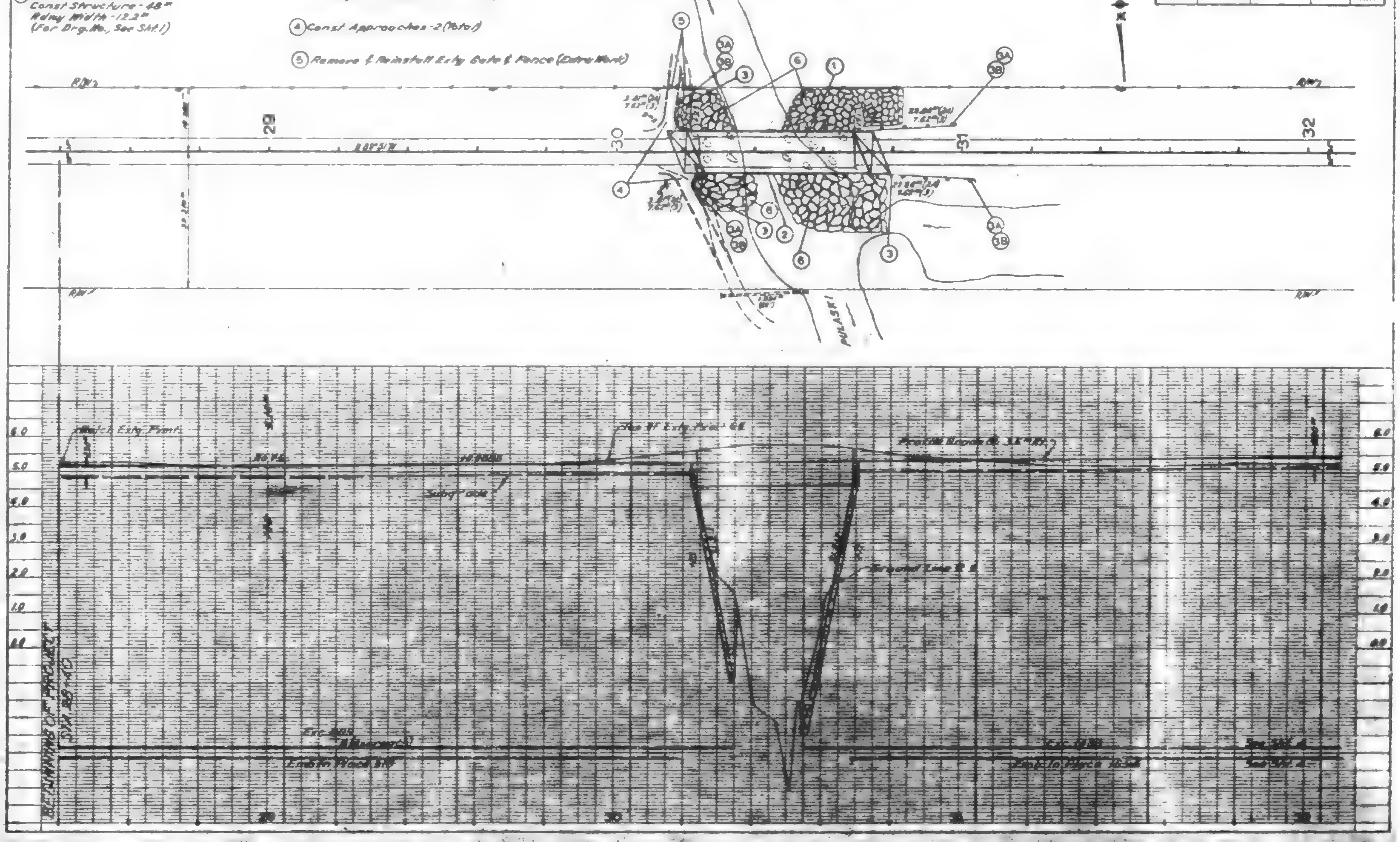
③ Const. Guard Rail - 53.34 m (Type 2A) (Total)
- 30.48 m (Type 3) (Total)
(3A) Const. Anchors - 4 (Type 1) (Total)
(3B) Inst. End Piece - 4 (Type C) (Total)
(Drg. Nos 2126, 2126A & 2126 B)

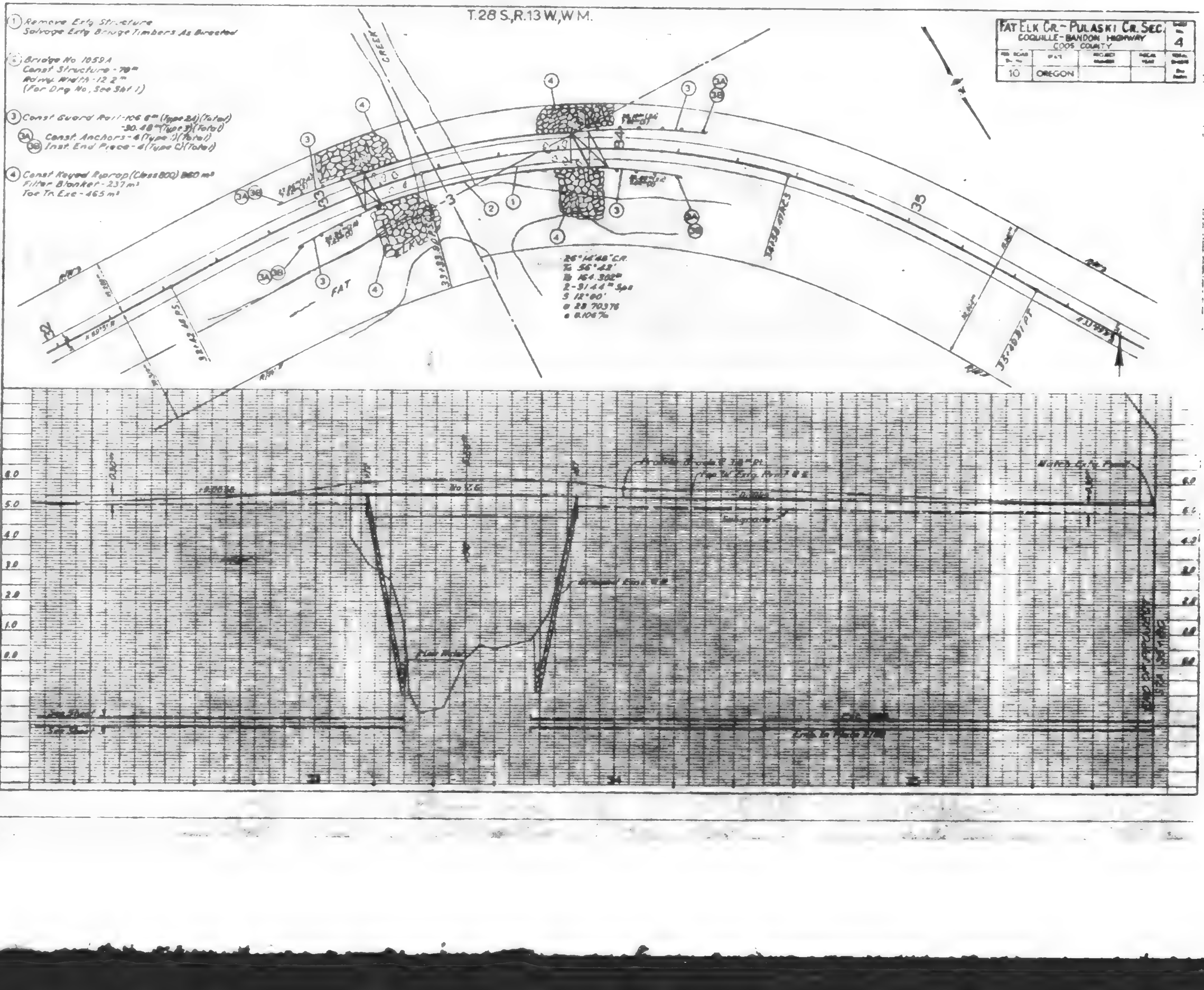
④ Const Approaches - 2 (Total)

⑤ Remove & Reinstall Exty Gate & Fence (Extra Work)

⑥ Const Keyed Riprap (Class 800) 918 m³
Filter Blanket - 274 m³
Toe Tr. Exc. - 450 m³
(For Details, See Sht. 28)

FAT ELK CR. - PULASKI CR. SEC. COQUILLE - BANDON HIGHWAY COOS COUNTY				3
10	OREGON			





① Remove Exist Structure
Salvage Exist Bridge Timbers As Directed

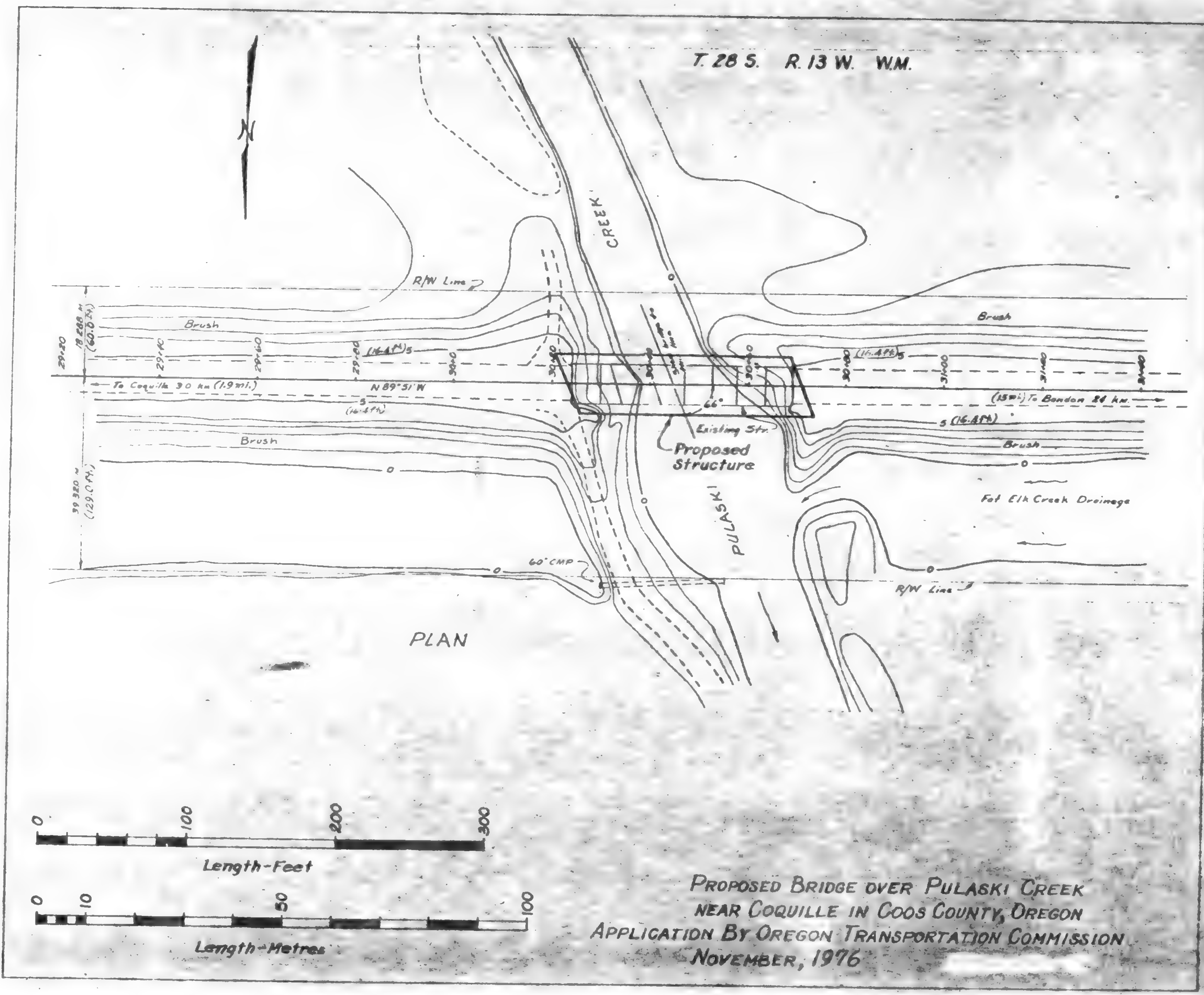
② Bridge No 1059A
Const Structure - 70m
Rdwy Width - 12.2m
(For Drg No, See Sht 1)

③ Const Guard Rail - 106.6m (Type 2A)(Total)
-30.48m (Type 3)(Total)
3A Const. Anchors - 4 (Type 1)(Total)
3B Inst. End Piece - 4 (Type C)(Total)

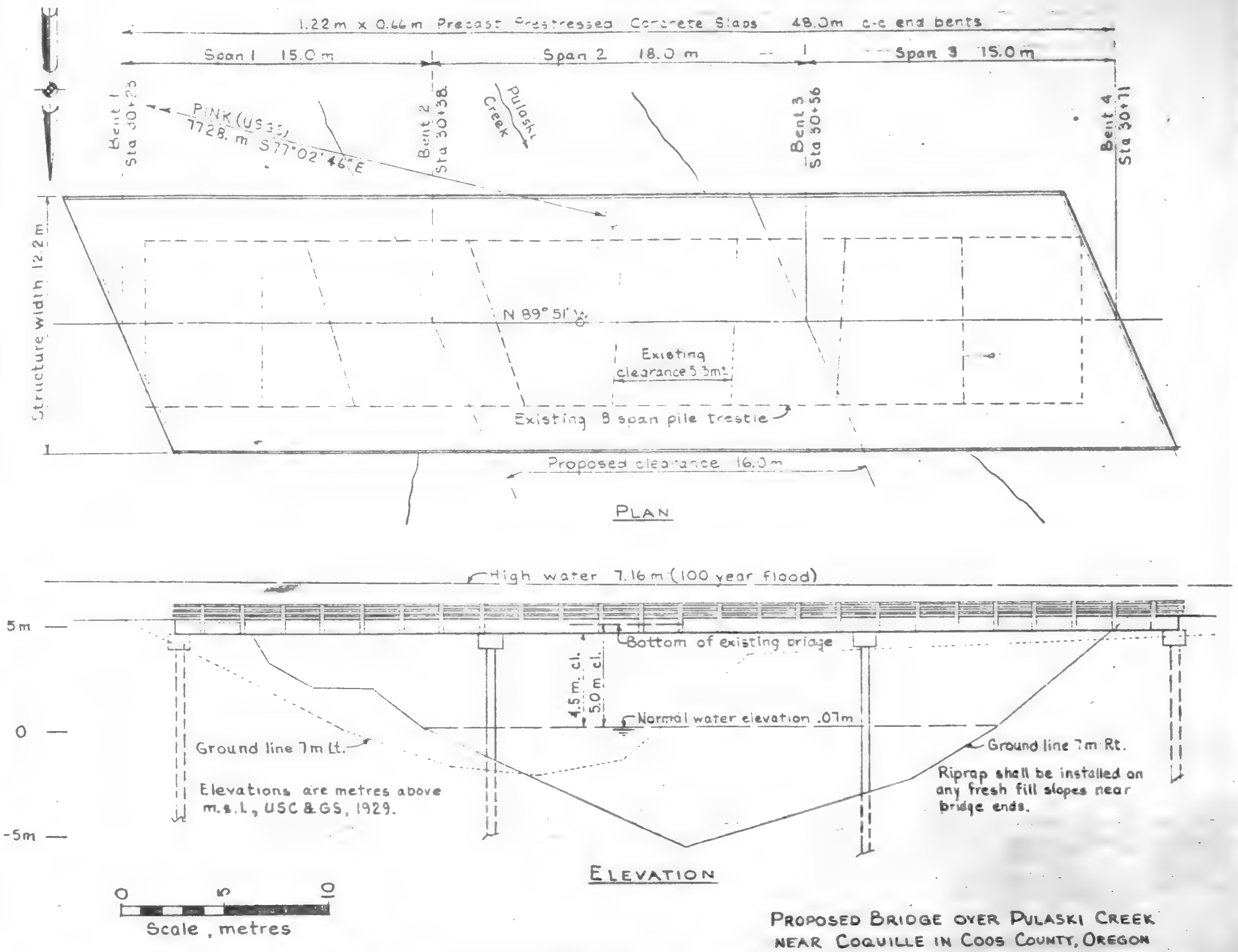
④ Const Keyed Riprap (Class 800) 860 m³
Filter Blanket - 237 m³
Toe Tr. Exc - 465 m³

FAT ELK CR. - PULASKI CR. SEC.
COQUILLE - BANDON HIGHWAY
COOS COUNTY
4

10	OREGON			

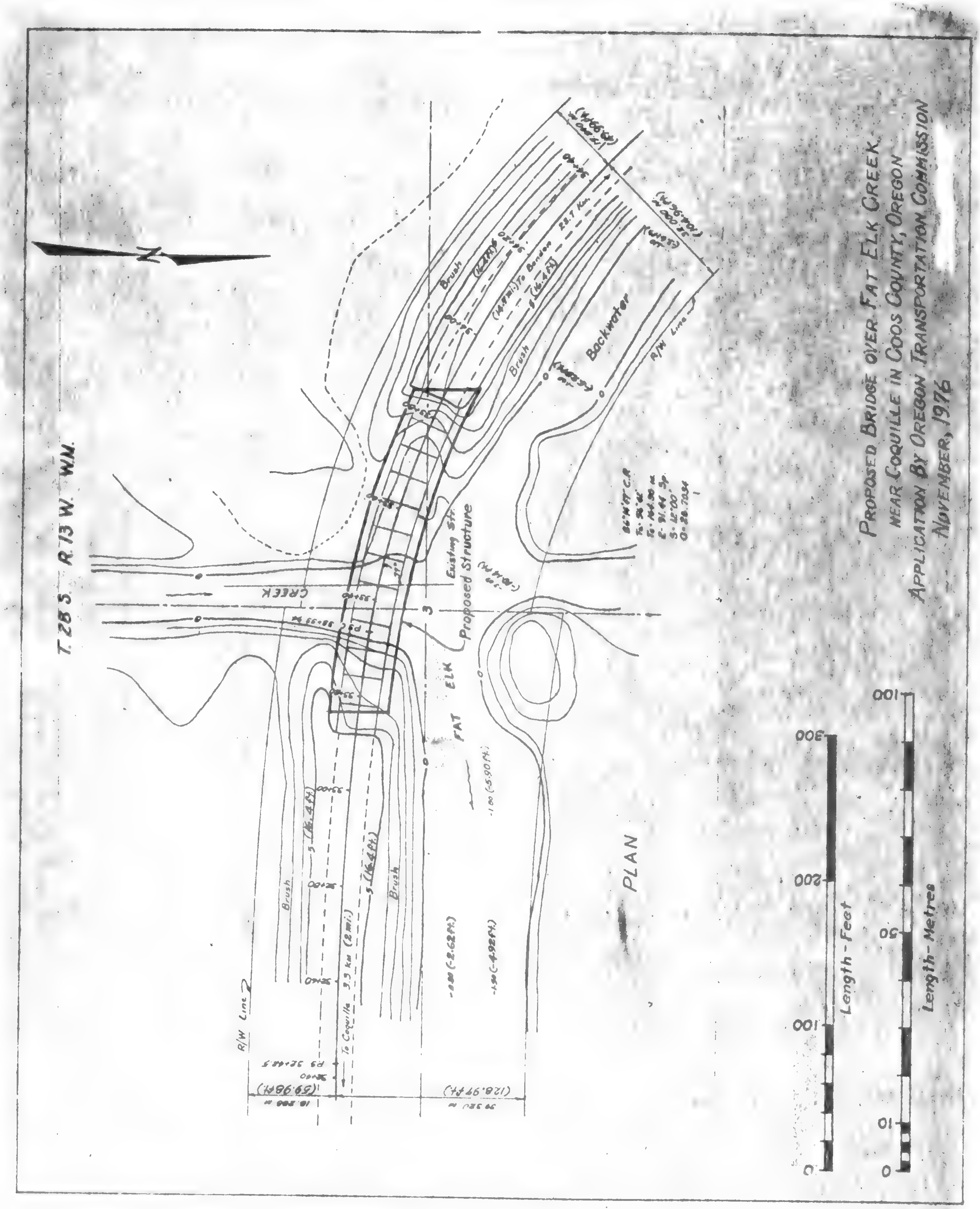


PROPOSED BRIDGE OVER PULASKI CREEK
NEAR COQUILLE IN COOS COUNTY, OREGON
APPLICATION BY OREGON TRANSPORTATION COMMISSION
NOVEMBER, 1976

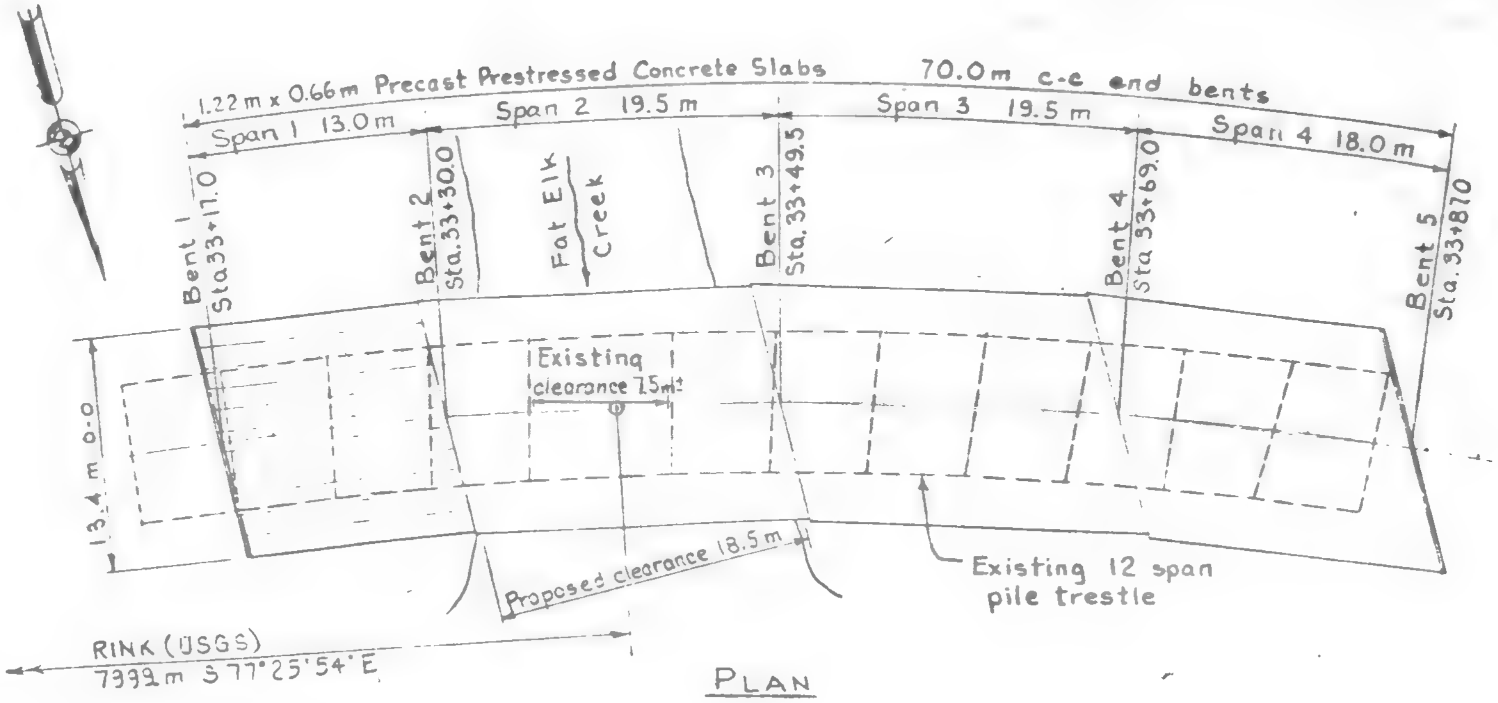


1.22 m x 0.66 m Precast Prestressed Concrete Slabs 48.0m c-c end bents
Span 1 15.0 m
Span 2 18.0 m
Span 3 15.0 m
Bent 1 Sta 30+23
Bent 2 Sta 30+38
Bent 3 Sta 30+56
Bent 4 Sta 30+71
Pulaski Creek
PINK (US33) 7728. m S77°02'46"E
Structure width 12.2 m
N 89° 51' W
Existing clearance 5.3m±
Existing 8 span pile trestle
Proposed clearance 16.0 m
PLAN
High water 7.16 m (100 year flood)
5m
0
-5m
Bottom of existing bridge
4.5 m. cl.
5.0 m. cl.
Normal water elevation .07m
Ground line 7 m Lt.
Ground line 7 m Rt.
Elevations are metres above m.s.l., USC&GS, 1929.
Riprap shall be installed on any fresh fill slopes near bridge ends.
ELEVATION
0
5
10
Scale, metres

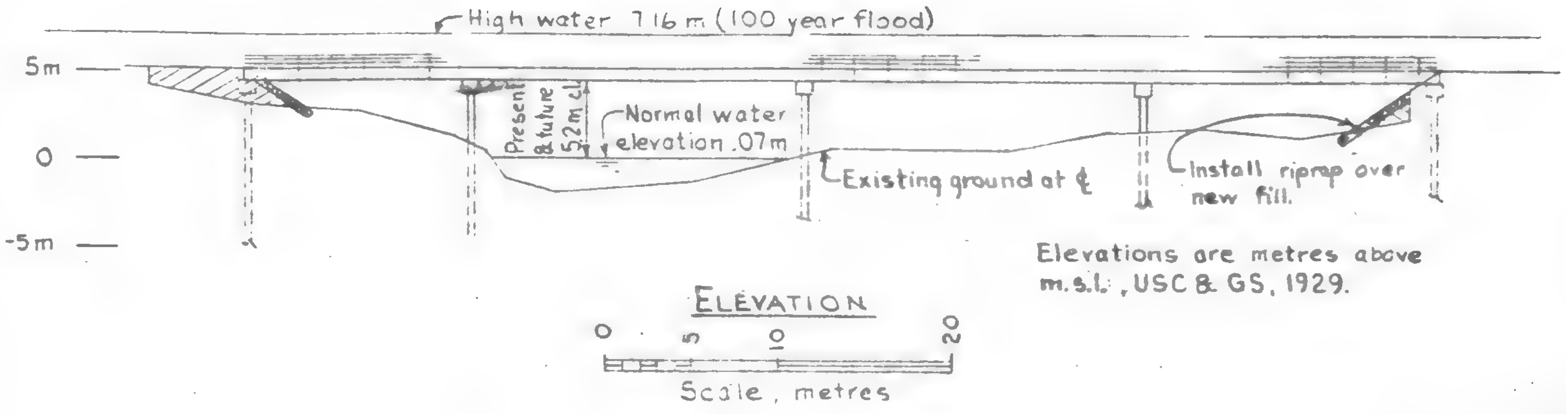
PROPOSED BRIDGE OVER PULASKI CREEK
NEAR COQUILLE IN COOS COUNTY, OREGON
APPLICATION BY OREGON TRANSPORTATION COMMISSION
SEPT. 17, 1976



PROPOSED BRIDGE OVER FAT ELK CREEK
NEAR COQUILLE IN COOS COUNTY, OREGON
APPLICATION BY OREGON TRANSPORTATION COMMISSION
NOVEMBER, 1976



PLAN


High water 7.16 m (100 year flood)
5 m
0
-5 m
Present & future 5.2 m cl.
Normal water elevation .07 m
Existing ground at ℄
Install riprap over new fill.
0
5
10
20
Scale, metres

ELEVATION

Elevations are metres above m.s.l., USC & GS, 1929.

PROPOSED BRIDGE OVER FAT ELK CREEK
NEAR COQUILLE IN COOS COUNTY, OREGON
APPLICATION BY OREGON TRANSPORTATION COMMISSION
SEPT 17, 1976

8511 1

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442-5864

RECEIVED
STATE HWY ENGR
NOV 22 '76
REFER TO
Pengin
FOR

Info	Inves	R/D	D/R	Sign	Act	File

16591
Serial 639
15 November 1976

cy Bridge
Patton
Bud Shirley
11-22-76

In reply refer to
Proposed replacement bridge
Fat Elk Creek Mile 0.3
near Coquille, Oregon

NOTED
E. S. HUNTER

PUBLIC NOTICE NO. 76-N-25

BRIDGES

All interested parties are notified that an application has been received from Oregon State Highway Division, Highway Building, Salem, Oregon 97310 by Commander, Thirteenth Coast Guard District for approval of location and plans to replace an existing bridge over a navigable water as follows:

WATERWAY AND LOCATION

Fat Elk Creek (Highway FAS 815 bridge) near Coquille, Oregon.

CHARACTER OF WORK

The applicant proposes to replace the existing narrow, two-lane, multi-span, wooden structure supported on timber pile trestle bents with a modern two-lane prestressed concrete slab span supported by prestressed concrete pile bents. The proposed bridge, although wider than the existing bridge, will be in the same location as the existing bridge. The navigation clearances to be provided by the proposed bridge are:

Horizontal	60 feet 8 inches
Vertical	14 feet 7 inches at Mean High Water 17 feet 1 inch at Mean Low Water 18 feet at Mean Low Low Water

ENVIRONMENTAL CONSIDERATIONS

The applicant has prepared an environmental assessment for the project which is available for review at the offices of Oregon State Highway Division, Salem and Commander, Thirteenth Coast Guard District, Aids to Navigation Branch. The Coast Guard considers the proposed bridge replacement to be a non-major federal action for purposes of the National Environmental Policy Act of 1969 because the project will be reconstruction of an existing bridge on essentially the same alignment and location. The project will be investigated under the several other environmental control laws, including Section 4(f) of the Department of Transportation Act, Section 106 of the National Historic Preservation Act, etc. The project may be reclassified as a major federal action should information be received identifying significant environmental impacts.

A separate permit under Section 404 of the Federal Water Pollution Control Act Amendment of 1972 may be required for work in the waterway associated with construction of the proposed bridge. These permits are administered by the Portland District, Corps of Engineers, P. O. Box 2946, Portland, Oregon 97208.

SOLICITATION OF COMMENTS

Interested persons are requested to express their views, in writing, on the suitability of the location, the effect on the environment and the adequacy of the navigation clearances with and without fender works, giving sufficient detail to establish a clear understanding of the reasons for support or opposition. Protests or comments will be received for the record at the office of Commander, Thirteenth Coast Guard District (oan), 915 Second Avenue, Seattle, Washington 98174 through 13 December 1976.

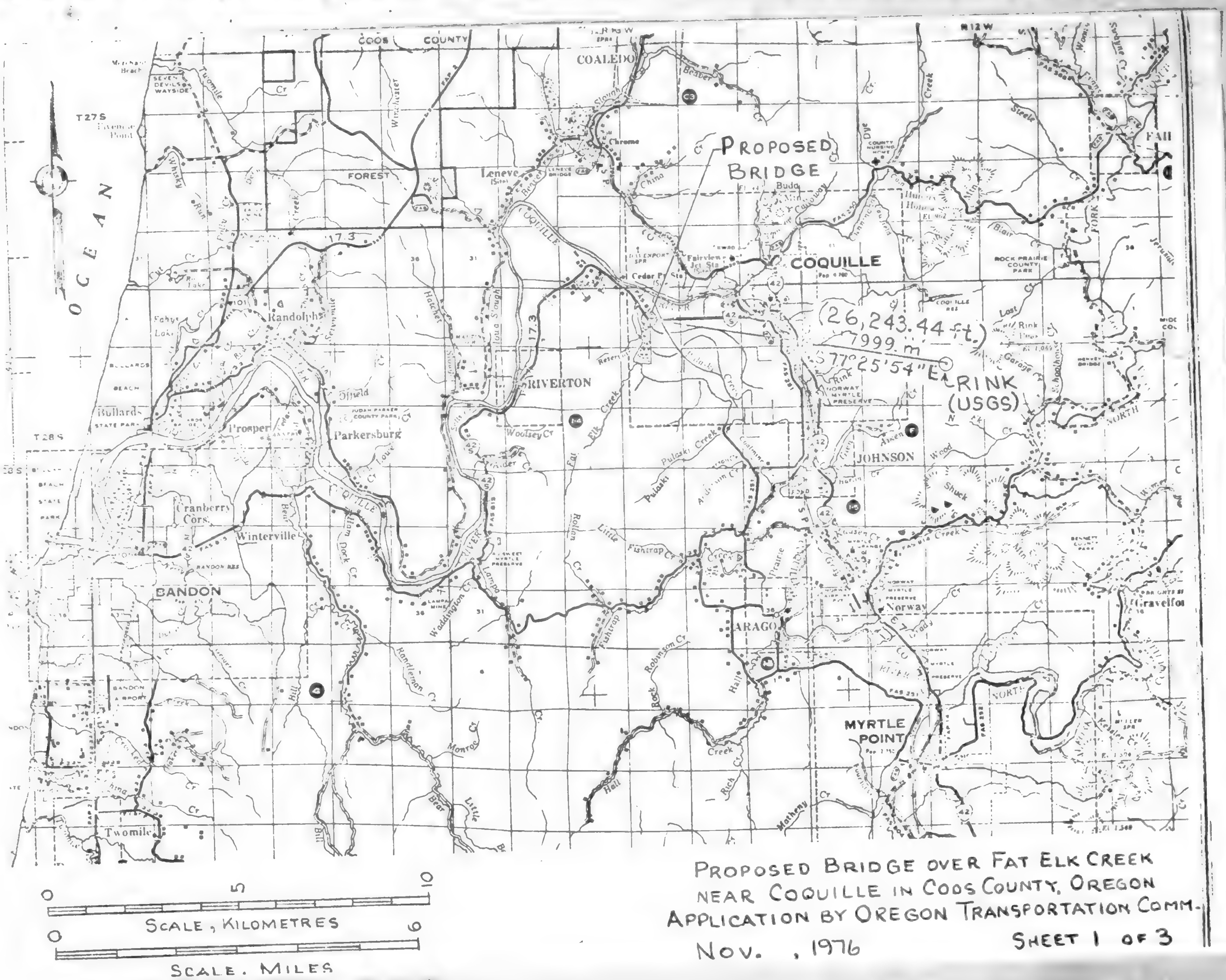
BASIS FOR DECISION

The decision as to whether or not approval of the location and plans for the proposed bridge will be granted must rest upon the impact of the bridge on navigation and the quality of the human environment. Factors such as wildlife and waterfowl refuges, public parks and historic sites will be made part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval.

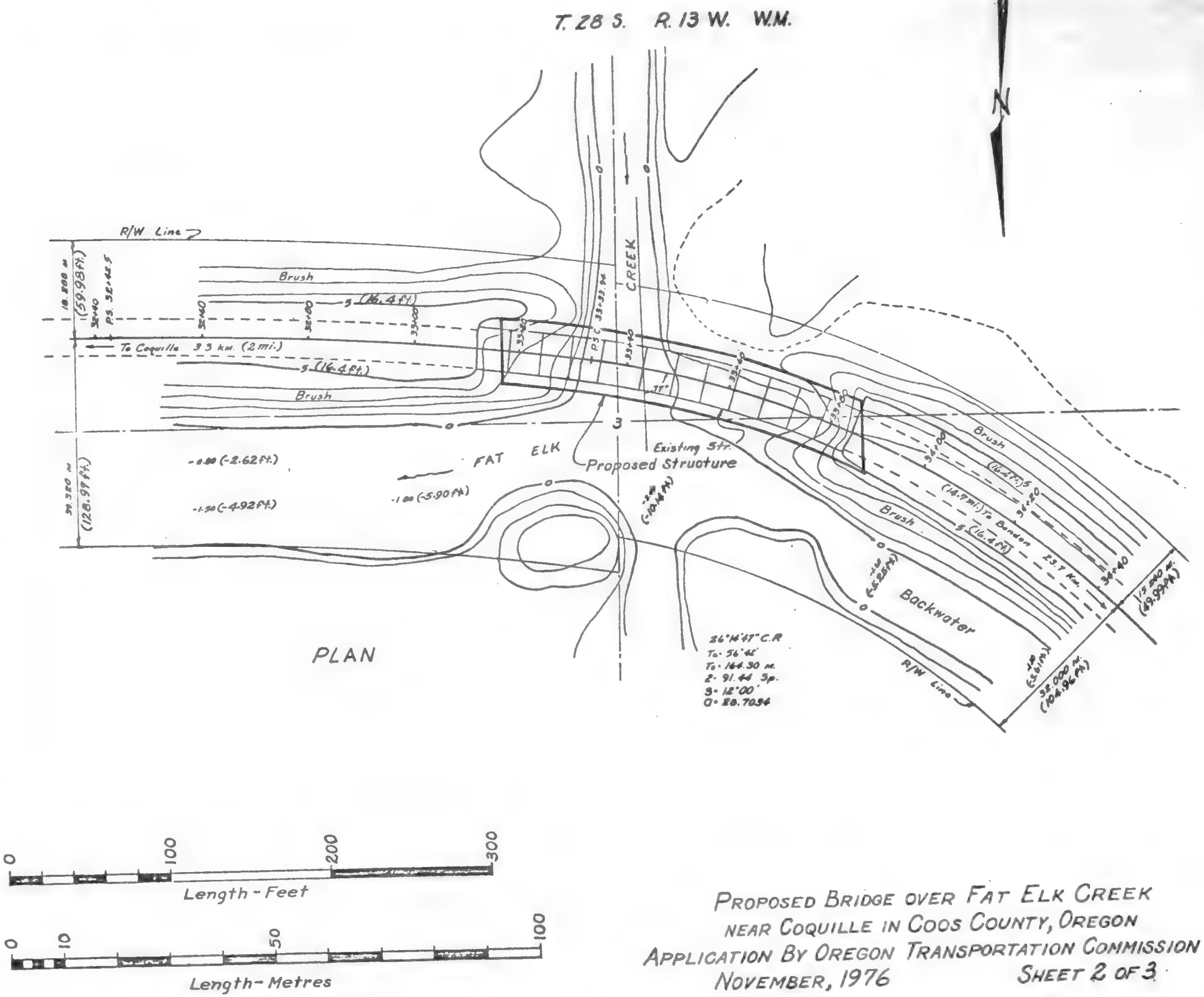
This Notice consists of two sheets of Notice, three sheets of drawings and one sheet Public Notice by Oregon Department of Environmental Quality.

R. C. Walton
R. C. WALTON
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

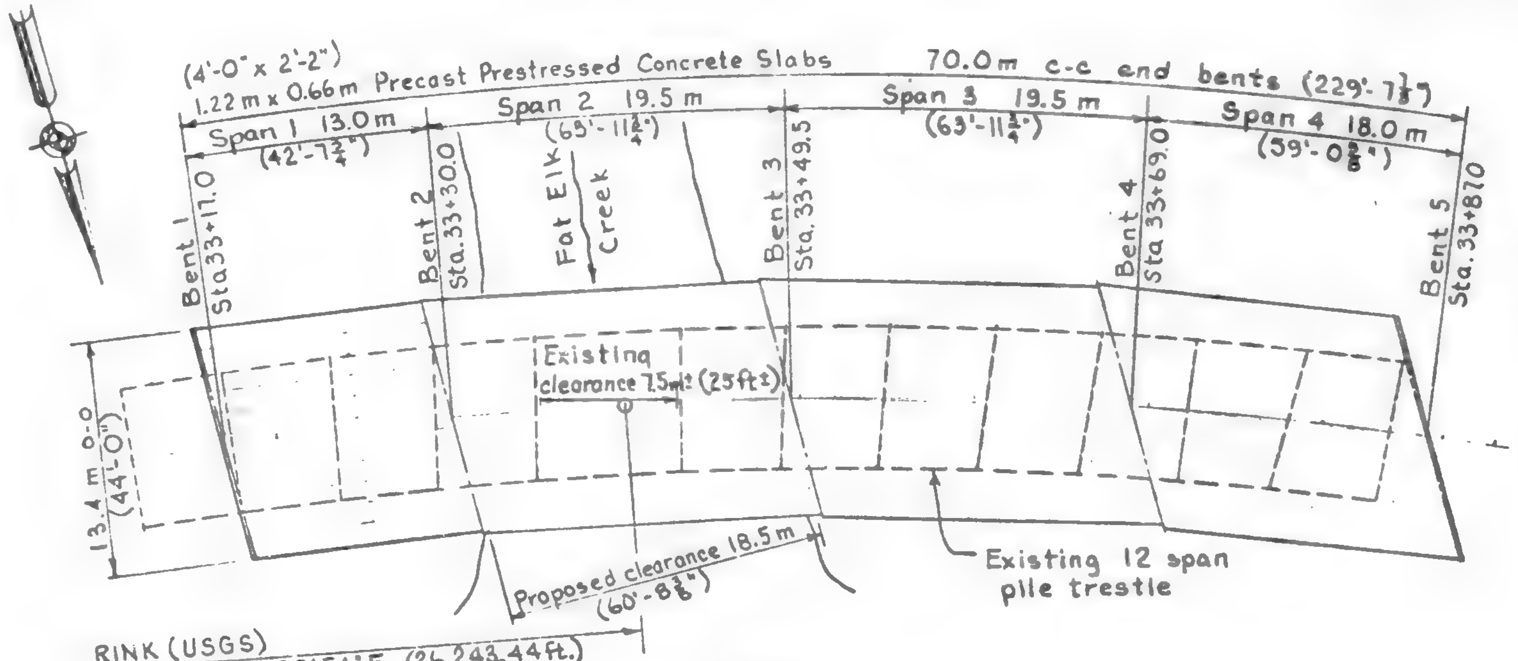
Encl: (1) Drawings (3)
(2) Oregon DEQ Notice of Application for Water Quality Certification



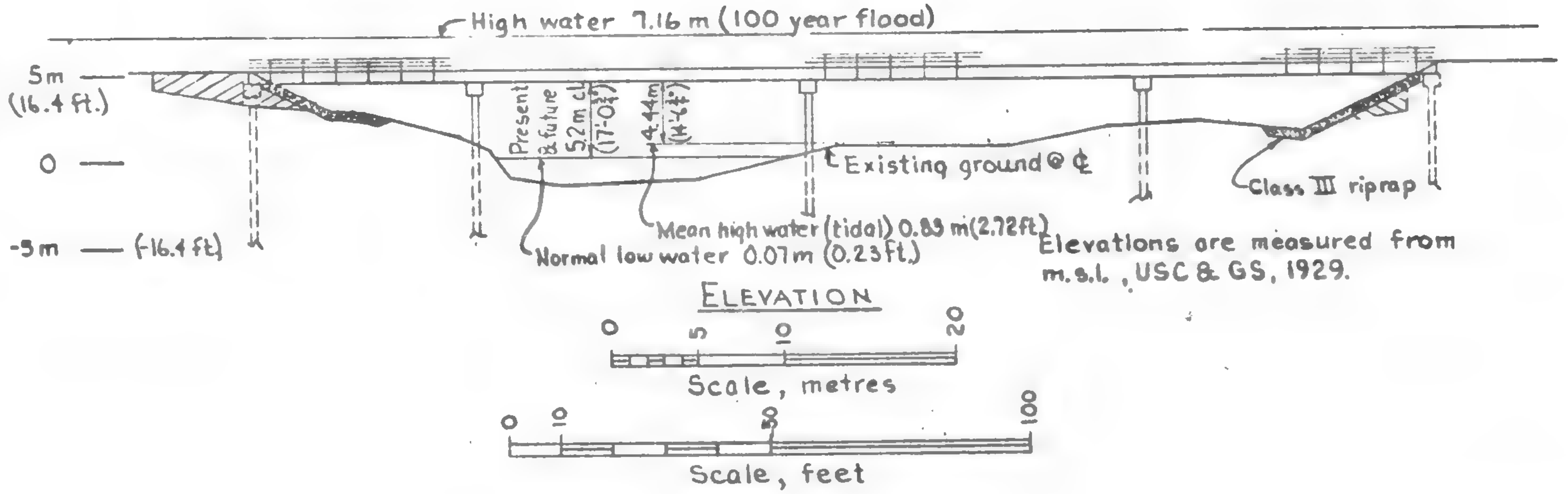
PROPOSED BRIDGE OVER FAT ELK CREEK
NEAR COQUILLE IN COOS COUNTY, OREGON
APPLICATION BY OREGON TRANSPORTATION COMM.
NOV. , 1976
SHEET 1 OF 3



PROPOSED BRIDGE OVER FAT ELK CREEK
NEAR COQUILLE IN COOS COUNTY, OREGON
APPLICATION BY OREGON TRANSPORTATION COMMISSION
NOVEMBER, 1976
SHEET 2 OF 3


(4'-0" x 2'-2")
1.22 m x 0.66 m Precast Prestressed Concrete Slabs
70.0 m c-c end bents (229'-7 1/8")
Span 1 13.0 m (42'-7 3/4")
Span 2 19.5 m (63'-11 3/4")
Span 3 19.5 m (63'-11 3/4")
Span 4 18.0 m (59'-0 5/8")
Bent 1 Sta 33+17.0
Bent 2 Sta. 33+30.0
Bent 3 Sta. 33+49.5
Bent 4 Sta 33+69.0
Bent 5 Sta. 33+870
Fat Elk Creek
Existing clearance 7.5 m± (25 ft±)
13.4 m o-o (44'-0")
Proposed clearance 18.5 m (60'-8 3/8")
Existing 12 span pile trestle
RINK (USGS)
7992 m S 77°25'54" E (26,243.44 ft.)

PLAN


High water 7.16 m (100 year flood)
5 m (16.4 ft.)
0
-5 m (-16.4 ft)
Present & future 5.2 m cl. (17'-0 3/4")
4.44 m (14'-7")
Existing ground @ ℄
Mean high water (tidal) 0.83 m (2.72 ft.)
Normal low water 0.07 m (0.23 ft.)
Class III riprap
0
5
10
20
Scale, metres
0
10
50
100
Scale, feet

Elevations are measured from m.s.l., USC & GS, 1929.

ELEVATION

PROPOSED BRIDGE OVER FAT ELK CREEK
NEAR COQUILLE IN COOS COUNTY, OREGON
APPLICATION BY OREGON TRANSPORTATION COMMISSION
NOV., 1976
SHEET 3 OF 3

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5696

ROBERT W. STRAUB
GOVERNOR

15 November 1976

Public Notice

The following shall constitute public notice by the State of Oregon that the Department of Environmental Quality, pursuant to the requirements of Title 33, United States Code, Section 1341, has been requested to certify that there is reasonable assurance that the project described in Public Notice No. 76-N-25 issued by Commander, Thirteenth Coast Guard District in Seattle, will comply with the applicable provisions of Title 33, United States Code, Sections 1311, 1312, 1316 and 1317. Comments regarding possible water quality effects of the proposed project should be sent within 20 days to the State of Oregon, Department of Environmental Quality, 1234 S. W. Morrison Street, Portland, Oregon 97205.

8511.

1

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442-5864

RECEIVED
STATE HWY ENGR
NOV 22 '76
REFER TO
Tenpin
FOR

Info	Inves	R/D	D/R	Sgn	Act	File

16591
Serial 640
15 November 1976

cy Bridge
Patton
Bud Shirley
11-22-76

NOTED
E. S. HUNTER

In reply refer to
Proposed Replacement Bridge
Pulaski Creek Mile 0.5
near Coquille, Oregon

PUBLIC NOTICE NO. 76-N-26

BRIDGES

All interested parties are notified that an application has been received from Oregon State Highway Division, Highway Building, Salem, Oregon 97310 by Commander, Thirteenth Coast Guard District for approval of location and plans to replace an existing bridge over a navigable water as follows:

WATERWAY AND LOCATION

Pulaski Creek (Highway FAS 815 bridge) near Coquille, Oregon

CHARACTER OF WORK

The applicant proposes to replace the existing narrow, two-lane, multi-span, wooden structure supported on timber pile trestle bents with a modern, two-lane, prestressed concrete-slab span supported by prestressed concrete pile bents. The proposed bridge, although wider than the existing bridge, will be in the same location as the existing bridge. The navigation clearances to be provided by the proposed bridge are:

Horizontal	52 feet 6 inches
Vertical	12 feet 3 inches at Mean High Water 14 feet 9 inches at Mean Low Water 15 feet 10 inches at Mean Low Low Water

ENVIRONMENTAL CONSIDERATIONS

The applicant has prepared an environmental assessment for the project which is available for review at the offices of Oregon State Highway Division, Salem, Oregon and Commander, Thirteenth Coast Guard District, Aids to Navigation Branch. The Coast Guard considers the proposed bridge replacement to be a non-major federal action for purposes of the National Environmental Policy Act of 1969 because the project will be reconstruction of an existing bridge on essentially the same alignment and location. The project will be investigated under the several other environmental control laws, including Section 4(f) of the Department of Transportation Act, Section 106 of the National Historic Preservation Act, etc. The project may be reclassified as a major federal action should information be received identifying significant environmental impacts.

A separate permit under Section 404 of the Federal Water Pollution Control Act Amendment of 1972 may be required for work in the waterway associated with construction of the proposed bridge. These permits are administered by the Portland District, Corps of Engineers, P. O. Box 2946, Portland, Oregon 97208.

SOLICITATION OF COMMENTS

Interested persons are requested to express their views, in writing, on the suitability of the location, the effect on the environment and the adequacy of the navigation clearances with and without fender works, giving sufficient detail to establish a clear understanding of the reasons for support or opposition. Protests or comments will be received for the record at the office of Commander, Thirteenth Coast Guard District (oan), 915 Second Avenue, Seattle, Washington 98174 through 13 December 1976.

BASIS FOR DECISION

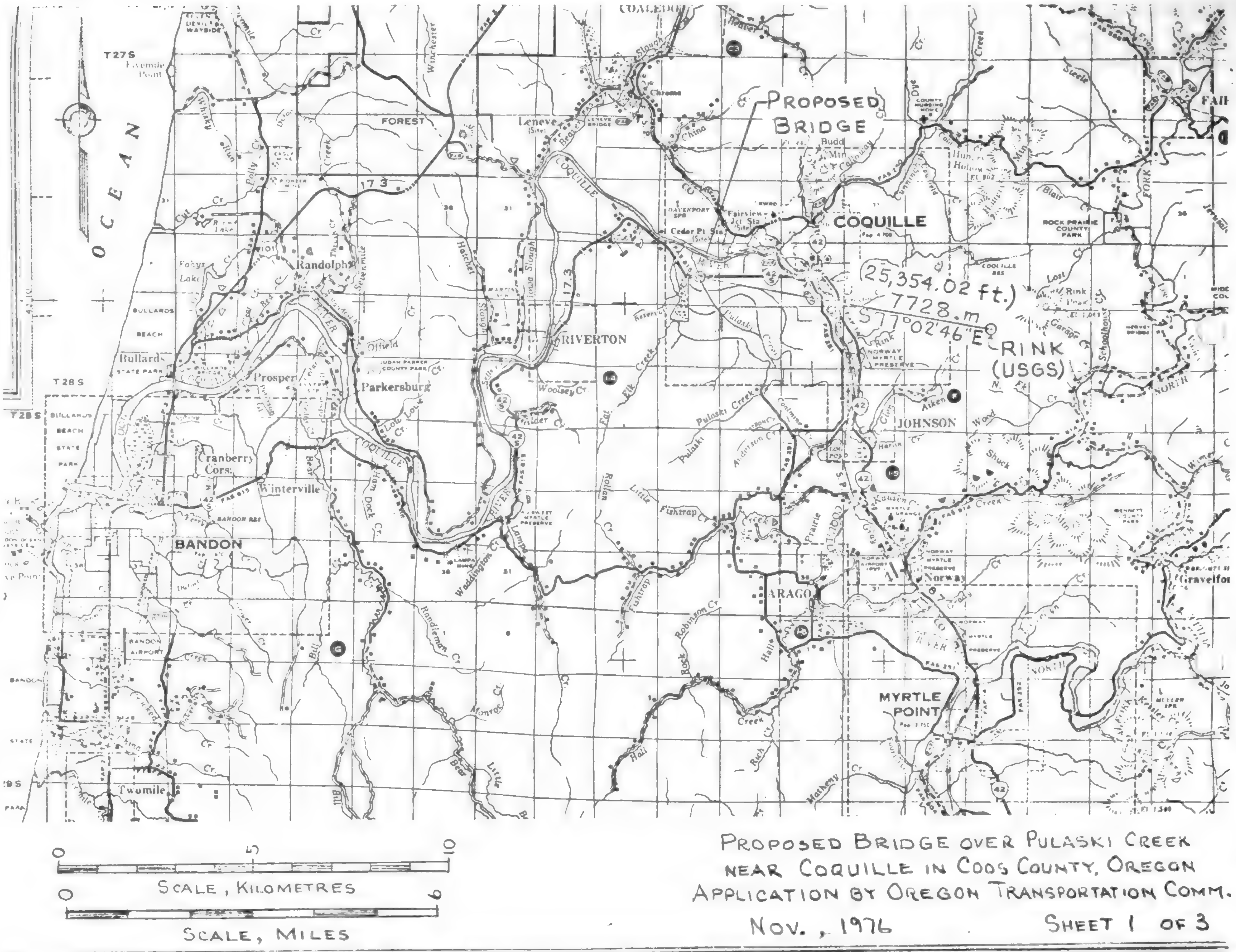
The decision as to whether or not approval of the location and plans for the proposed bridge will be granted must rest upon the impact of the bridge on navigation and the quality of the human environment. Factors such as wildlife and waterfowl refuges, public parks and historic sites will be made part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval.

This Notice consists of two sheets of Notice, three sheets of drawings and one sheet Public Notice by Oregon Department of Environmental Quality.

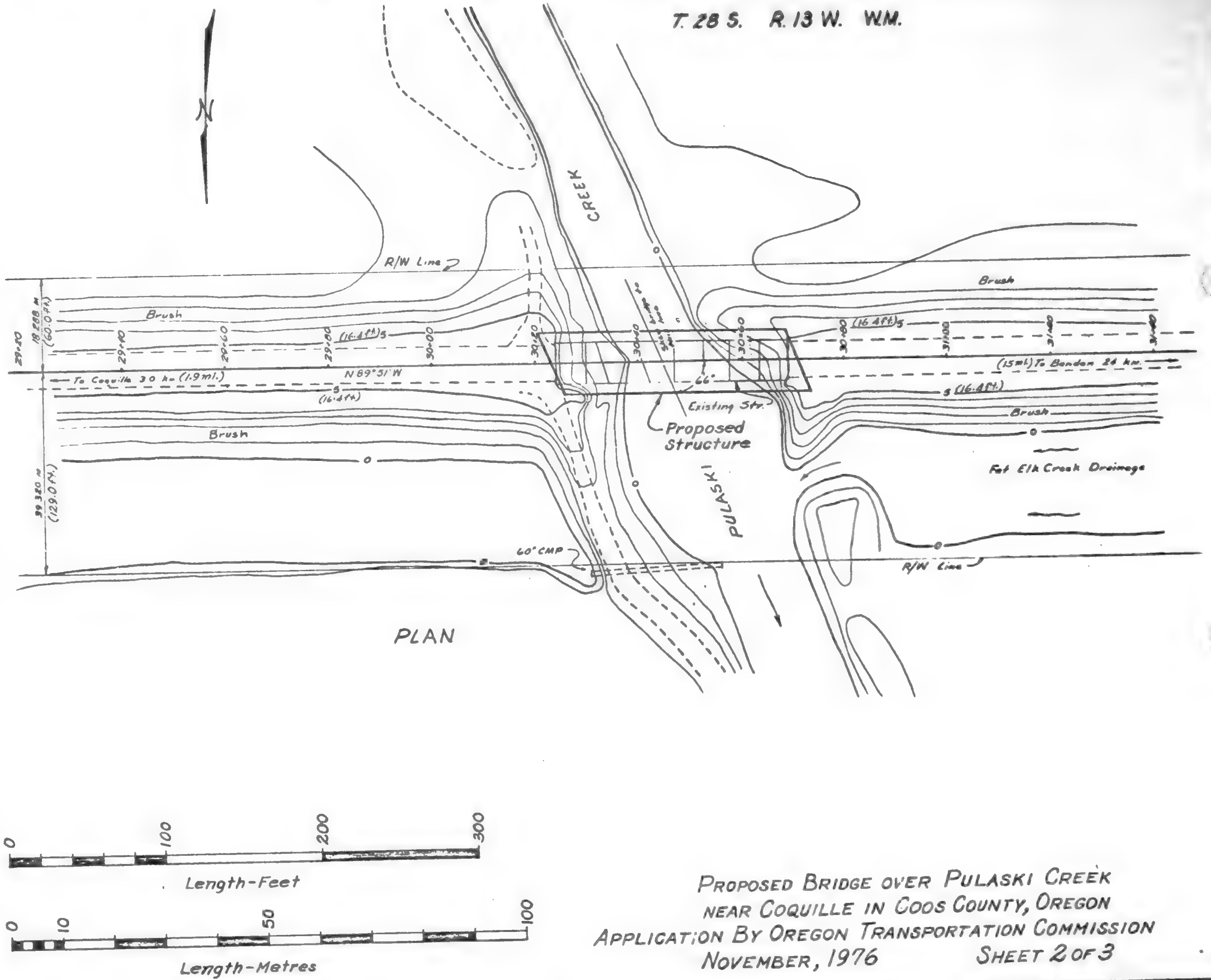
R. C. Walton

R. C. WALTON
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: (1) Drawings (3)
(2) Oregon DEQ Notice of Application for Water Quality Certification

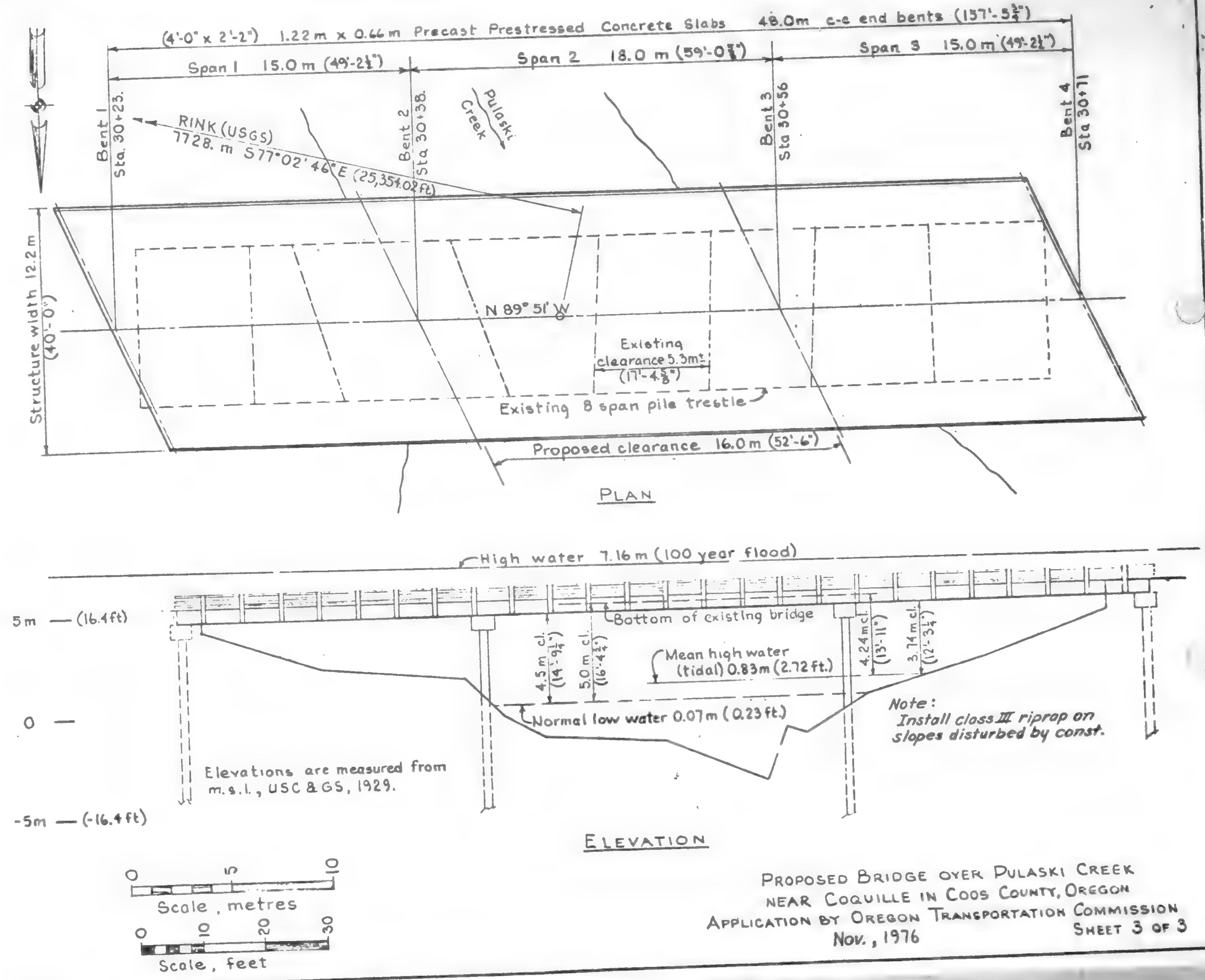


Proposed Bridge over Pulaski Creek
near Coquille in Coos County, Oregon
Application by Oregon Transportation Comm.
Nov., 1976
Sheet 1 of 3



PLAN

PROPOSED BRIDGE OVER PULASKI CREEK
NEAR COQUILLE IN COOS COUNTY, OREGON
APPLICATION BY OREGON TRANSPORTATION COMMISSION
NOVEMBER, 1976 SHEET 2 OF 3



(4'-0" x 2'-2") 1.22 m x 0.66 m Precast Prestressed Concrete Slabs 48.0m c-c end bents (157'-5¾")
Span 1 15.0 m (49'-2½")
Span 2 18.0 m (59'-0⅝")
Span 3 15.0 m (49'-2½")
Bent 1 Sta. 30+23.
Bent 2 Sta 30+38.
Bent 3 Sta 30+56
Bent 4 Sta 30+71
Pulaski Creek
RINK (USGS) 7728. m S77°02'46"E (25,354.02 ft)
N 89° 51' W
Structure width 12.2 m (40'-0")
Existing clearance 5.3m± (17'-4⅝")
Existing 8 span pile trestle
Proposed clearance 16.0 m (52'-6")
High water 7.16 m (100 year flood)
5m — (16.4ft)
0 —
-5m — (-16.4ft)
Bottom of existing bridge
4.5 m cl. (14'-9¼")
5.0 m cl. (16'-4¾")
Mean high water (tidal) 0.83m (2.72 ft.)
4.24 m cl. (13'-11")
3.74 m cl. (12'-3¼")
Normal low water 0.07m (0.23 ft.)
Note: Install class III riprap on slopes disturbed by const.
Elevations are measured from m.s.l., USC & GS, 1929.
0 10 10
Scale, metres
0 10 20 30
Scale, feet

PLAN

ELEVATION

PROPOSED BRIDGE OVER PULASKI CREEK
NEAR COQUILLE IN COOS COUNTY, OREGON
APPLICATION BY OREGON TRANSPORTATION COMMISSION
SHEET 3 OF 3
Nov., 1976

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5696

ROBERT W. STRAUB
GOVERNOR

15 November 1976

Public Notice

The following shall constitute public notice by the State of Oregon that the Department of Environmental Quality, pursuant to the requirements of Title 33, United States Code, Section 1341, has been requested to certify that there is reasonable assurance that the project described in Public Notice No. 76-N-26 issued by Commander, Thirteenth Coast Guard District in Seattle, will comply with the applicable provisions of Title 33, United States Code, Sections 1311, 1312, 1316 and 1317. Comments regarding possible water quality effects of the proposed project should be sent within 20 days to the State of Oregon, Department of Environmental Quality, 1234 S. W. Morrison Street, Portland, Oregon 97205.

8511 244

FORM 81-734-3030

ORGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 10, 1976

Fred Eriksen

FROM: Fred Eriksen
Design Team Supervisor

SUBJECT: Fat Elk Creek-Pulaski Creek Section
Coquille-Bandon Highway
Coos County

TO: MEMO TO THE FILES

The Hydraulics Unit Addendum Memo of November 2, 1976, presents an analysis of the effect of enlarging the waterways at the two bridges. The proposal would increase the water conveyance approximately 30 per cent which would reduce the back water about 0.4 metre and might reduce the severity of the flooding.

We have estimated the quantities and cost of the additional work required as follows:

Channel Excavation-------	4,950 cu. metres	at $13.00 =	$64,350
Keyed Riprap Class III---	630 cu. metres	at $19.50 =	$12,285
Filter Blanket-----------	300 cu. metres	at $13.00 =	$ 3,900
		TOTAL	$80,535

I discussed the proposal to enlarge the waterways at the structures with Mr. Terpin, Location Engineer, on November 8, 1976. Mr. Terpin said he had reviewed the Addendum Memo with Mr. Lenz, Hydraulics Engineer, and concluded that for the possible benefits the cost would be excessive.

Mr. Terpin does not recommend the channels be deepened.

FE:az
cc: Frank Terpin
Walt Hart
Alfred Shirley, Jr.
Gary Potter
Richard Lenz

1 Versteeg /
Olson
2 [illegible] Don
Scott
Swenson
Savage
Trout

RECEIVED
NOV 12 1976
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return to
Bring up
Other

8.5.11.

15

November 10, 1976

bc H. S. Coulter
R. L. Schroeder
W. J. Hart
Gary Potter
D. H. Moehring
Alfred Shirley (enc.)
L. L. Wallace

Commander
13th Coast Guard District
Aids to Navigation Branch
Federal Building
915 Second Avenue
Seattle, Washington 98174

Dear Sir:

Permit Application
Pulaski Creek and Fat Elk Creek Bridges
Bridges No. 1058A and 1059A
Near Coquille, Oregon, Coquille-Bandon Highway

The accompanying material is submitted to complete our application for permits to replace the above bridges.

Legal authority for the structures is found in the General Bridge Act of 1946, amended. Enclosed are four certified copies of the Oregon Transportation Commission's approval for the subject project. These structures will be financed by State and Federal funds.

Attached are one set of reproducibles and six prints of the permit application drawings. These have been revised as you requested. The detours next to the structures have been removed, as we now plan to route traffic on other county roads during construction.

Your timely action in issuing permits for these structures will be appreciated. If additional information is required, please let us know.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachments

JA:dh ja

File

STATE OF OREGON)
) ss
)
COUNTY OF MARION)

I, C. W. Head, Manager, Commission Services, Department of Transportation, do hereby certify that the attached photocopy of the excerpt from the minutes of the meeting of the Transportation Commission of June 29, 1976, concerning the approval of the Six Year Highway Improvement Program, which includes the Fat Elk Creek Bridge and the Pulaski Creek Bridge on the Coquille-Bandon Highway in Coos County, has been compared with the original and that the same is a true and correct copy of said portion of the minutes and of the whole thereof.

DATED this 15th day of October, 1976.

C.W. Head

C. W. Head
Commission Services

June 29, 1976
Salem, Oregon

The Oregon Transportation Commission held their regular meeting at 10 a.m. in Room 122 of the State Highway Building in Salem, Oregon. Notice of the meeting was made by press release to the newspapers of the general and local circulation throughout the State. Present were:

Glenn L. Jackson, Chairman
Robert L. Mitchell, Secretary
Michael P. Hollern, Member
Tom Walsh, Member
B. Gordon Coleman, Member
Robert A. Burco, Director of Transportation
Walt Barrie, Chief Counsel
F. B. Klaboe, Chief of Operations
H. S. Coulter, State Highway Engineer
E. S. Hunter, Deputy State Highway Engineer
J. B. Boyd, Right of Way Engineer
Dave Talbot, State Parks Superintendent
Paul E. Burket, Administrator of Aeronautics
Dennis Moore, Administrator of Mass Transit
Harvey Ward, Deputy Administrator of Motor Vehicles
C. W. Head, Manager, Commission Services

There were others present including representatives from the news media.

The Commission approved the minutes of the meetings of May 25 and June 10, 1976.

HIGHWAY DIVISION

A list of properties needed for highways and other uses was presented to Mr. Boyd. He requested the Commission to declare by resolution the necessity of said properties for the public use to which they are to be put and to authorize him to attempt to agree with the owners of said properties as to price. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted "Condemnation Resolution No. 2647," which resolution by this reference is made a part hereof and filed in the Commission's files. la

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In reply to the Chairman's inquiry, Mr. Boyd stated that under the sign removal program there is one sign yet to be removed which is under condemnation. NOA

5i Consideration was given to the adoption of a resolution designating a short segment of Newmark Street and Broadway Avenue in North Bend as a part of the Cape Arago Highway in Coos County. Mr. Coulter said the two street segments (0.15 mile) were transferred to the City in 1952 following relocation of the Deadmans Curve Section of the highway, but are now utilized to route northbound traffic. The Commission approved the designation as recommended and thereupon adopted "Secondary Highway Designation Resolution No. 79" which resolution by this reference is made a part hereof and filed in the Commission's files, Salem.

5j Mr. Coulter reported on the Six Year Highway Improvement Program (copies of the preliminary Six Year Program were presented to the Commission at the May 25, 1976 Commission meeting). He said the 1976 Federal Highway Act includes provisions for three R-type projects: reconstruction, restoration and rehabilitation. He mentioned there were 22 meetings held throughout the State to get public reaction with approximately 500 people attending. He commented that most of the people appeared to be more interested in new construction rather than preservation of the existing system; however, valuable information was received in many areas from the Statewide meetings. The program as presented throughout the State was based on available Federal funds and not on available State funds. There is a lot of question as to the availability of adequate State funds to match those programs.

Chairman Jackson commented that the Six Year Program and the financing of both maintenance and construction has been a matter of major concern for some time. He said it would be inconsistent for this Commission to go on record at this time in support of any program that is in excess of the foreseeable dollars and the Commission is going to have to look at a short-term program up until 1978. The Department will continue its planning process and will attempt to carry on certain surveys and investigations in an attempt to have ready the Department's critical needs for the next session of the Legislature. He commented at the present time, all the Department can do is to try to maintain an adequate maintenance program which will have to be minimal. The Chairman also mentioned that if the Department continues on the basis of its present source of income and adopts a program with minimum maintenance, a minimum park program, and only cover a portion of the Six Year Program in terms of construction, it is looking at a reduction of some 500 to 600 people. However, he said, if the one-cent increase in gas tax and an increase in the weight mile tax passes in November of this year, the reduction of personnel hopefully would be around 350.

Chairman Jackson said the Commission would defer action until after presentations by the delegations. (See pages 1576 and 1577.)

into the record a letter from Mr. Burco with the Oregon Senate Memorial 10 and the Department has received assurances from most of Oregon's congressional delegation in support of Senate Bill 662 or HR 3155. He said small city bus services are an important part of a Statewide network of public transportation which will be necessary to the residents of Oregon and the needed service for a substantial part of the State's population.

MOTOR VEHICLES DIVISION

NOA Harvey Ward reported that on July 1, 1976, the Division will start issuing photo driver's licenses.

DEPARTMENT OF TRANSPORTATION
DIRECTOR'S REPORT

a. The Commission set Tuesday, July 27, 1976, as the date for the next regular meeting.

NOA ✓ Attention was given again to the Six Year Highway Program. (Continued from page 1572) Mr. Burco said that staff has considered the public input from the meetings as well as Federal legislation which was received recently before the preliminary plan was issued. There was a major change in the 1976 Federal Highway Act that allowed the States to do major preservation-type work (maintenance) on a variety of systems that were covered by Federal Aid. As a result of this, staff has looked at the first two years of the program in terms of what might be done if the Department allocated one-third to one-half of the funds available for primary and secondary systems to this preservation-type activity which would be resurfacing, critical bridge replacements, etc. These types of projects were not in the initial Six Year Plan developed last year because they were not legal. He said that they do represent an extremely high priority for the preservation of the existing system. Mr. Burco indicated it is staff's feeling that the Department is entirely consistent with the intent of the State Legislature in orienting the first two years of the program more heavily to preventive-type maintenance activities.

✓ Following Mr. Burco's recommendation, the Commission took the following action:

1) Adopted a two year construction program with one-third to one-half of available funds going for the preservation of the present highway system.

2) Authorized the contracting of projects listed for the fiscal years 1977-1978 contingent upon the availability of State matching funds.

3) Deferred action on projects listed for the fiscal years 1979-1982 and later, because revenue projections based on current revenue sources indicate that the program cannot be financed.

4) Authorized preliminary engineering necessary to advance other projects for 1979-1982 following presentation of proposed new funding programs for highway construction projects to the 1977 Legislature.

(Copy of the Six Year Highway Improvement Program July 1, 1976, to June 30, 1982, dated June 29, 1976, on file in the Commission's files, Salem.)

The Chairman adjourned the meeting at 11:35 a.m.

Glenn L. Jackson
Chairman

Gordon Coleman
Commissioner

Commissioner

Commissioner

Commissioner

C. H. Head
Commission Services

STATE OF OREGON)
) ss
)
COUNTY OF MARION)

I, C. W. Head, Manager, Commission Services, Department of Transportation, do hereby certify that the attached photocopy of a portion of the Six Year Highway Improvement Program dated July 1, 1976, to June 30, 1982, concerning the approval of the Fat Elk Creek Bridge and the Pulaski Creek Bridge on the Coquille-Bandon Highway in Coos County approved by the Transportation Commission on June 29, 1976, as indicated in the Commission minutes, has been compared with the original on file in the office of the Transportation Commission, Salem, and the same is a true and correct copy of said portion of the program and of the whole thereof.

DATED this 15th day of October, 1976.

C. W. Head

C. W. Head
COMMISSION SERVICES

OREGON STATE HIGHWAY DIVISION

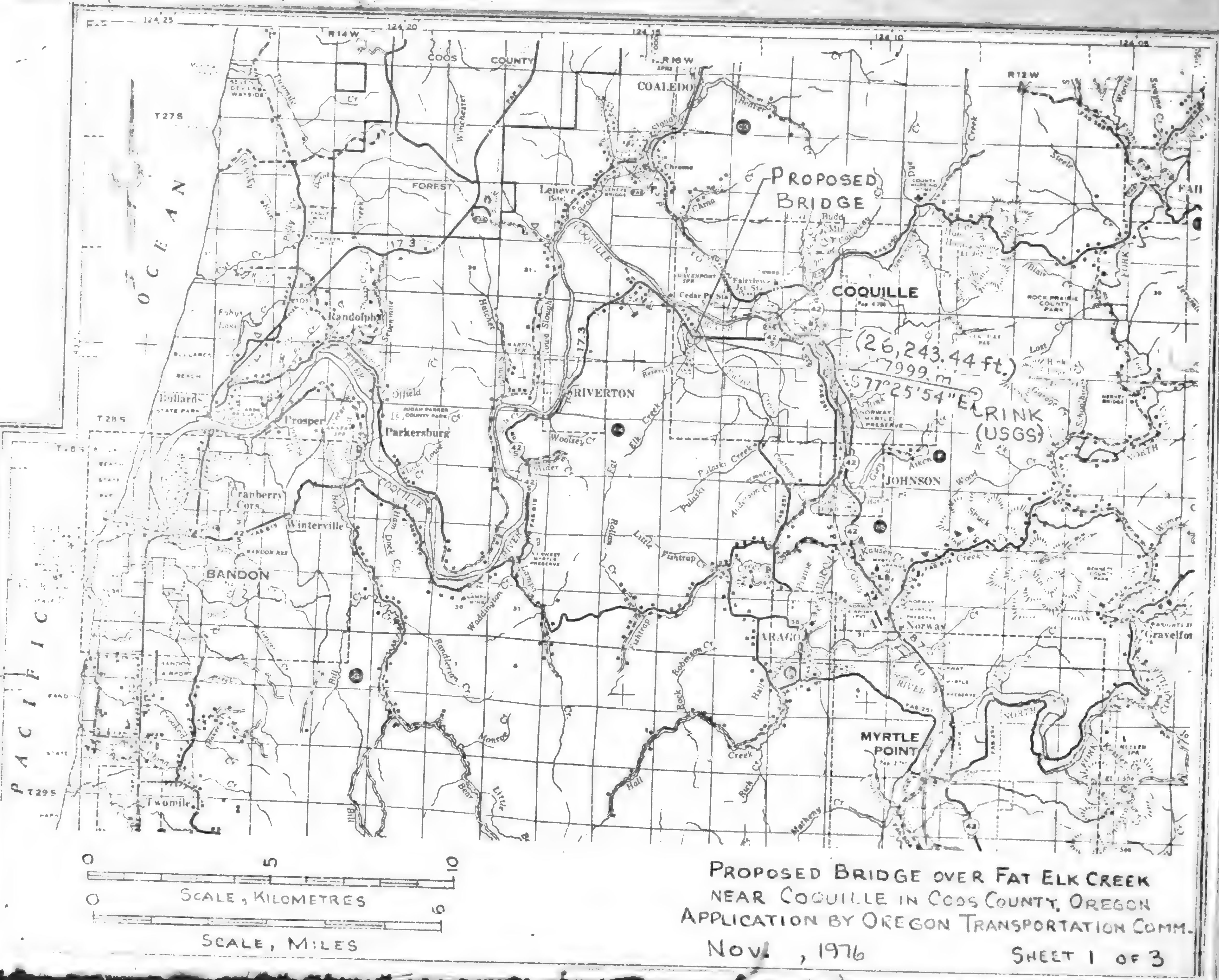
SIX YEAR HIGHWAY IMPROVEMENT PROGRAM

JULY 1, 1976 TO JUNE 30, 1982

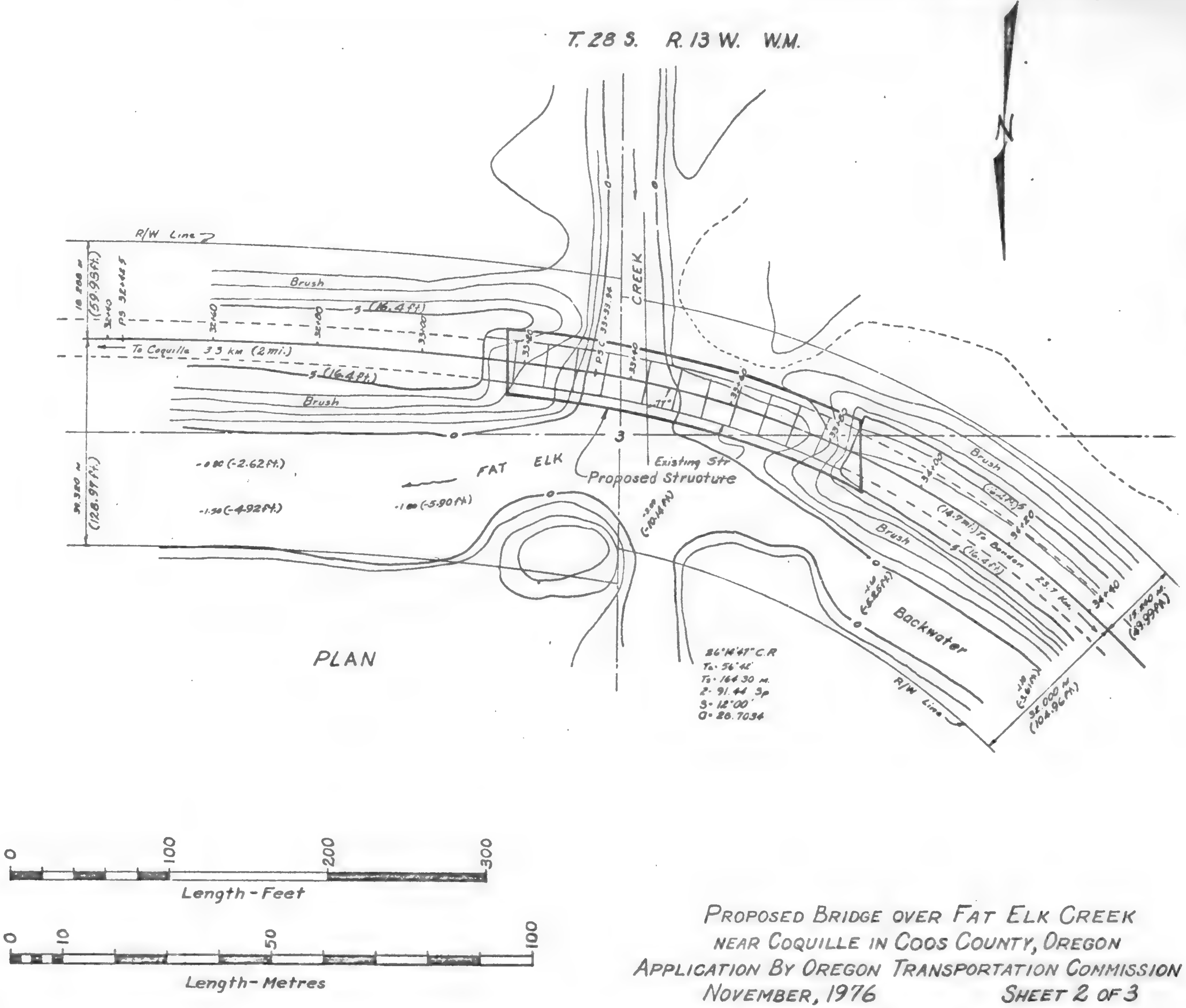
APPROVED BY
TRANSPORTATION COMMISSION
JUNE 29, 1976

PRIMARY

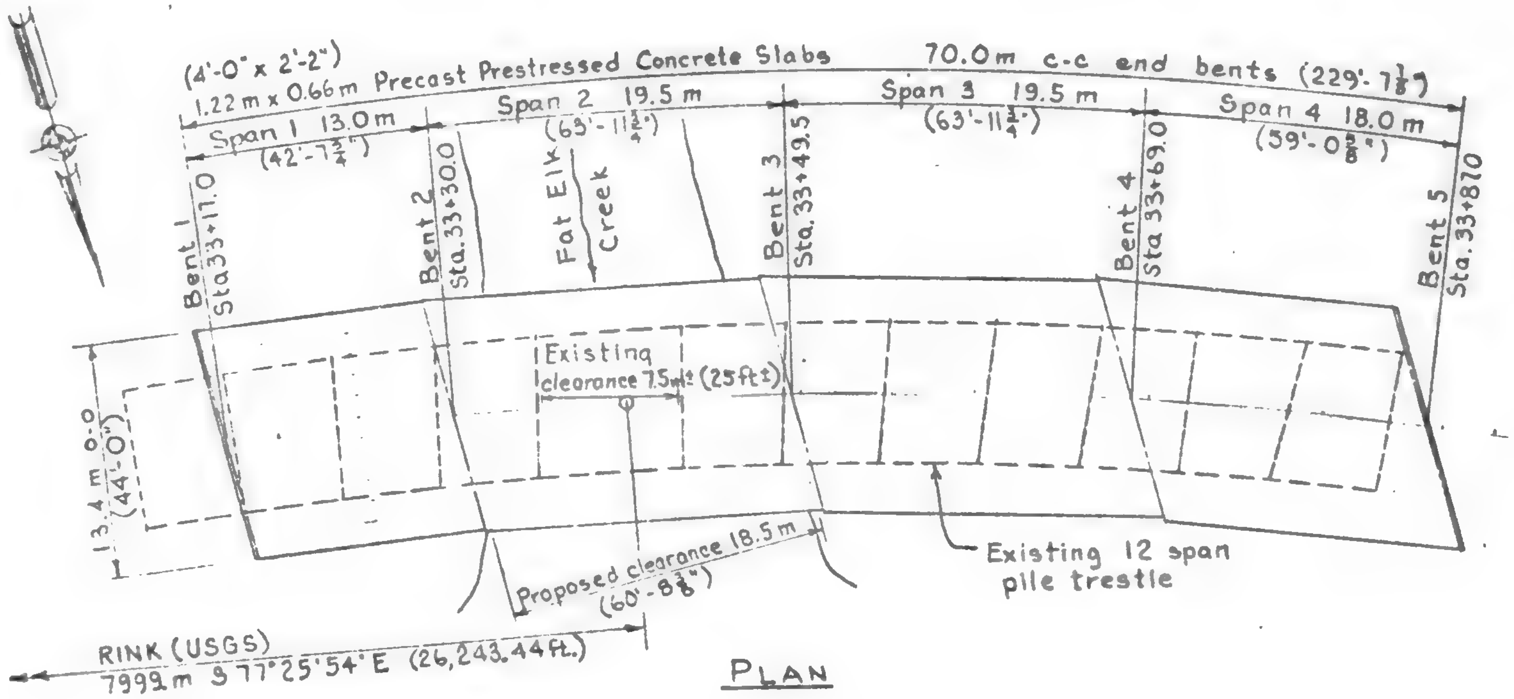
Map Index No.	Hwy. No.	County	Route No.	Region	Highway Name	Section	Category	Work	Program Const. Estimate ($1,000)
						F.Y. 1977			
49	29	Washington	OR 47	1	Tualatin Valley	Hillsboro-Beaverton (Bus Turnouts)	III	Grade-Pave-Bus Turnouts	138
50	45	Douglas	OR 38	3	Umpqua	Buchard Cr.-Stony Brook Cr.	III	Grade-Pave-Pass. Bay	648
51	1E	Clackamas	OR 99E	1	Pacific East	MP 13.83 - MP 14.10	III	Rock Bolts-Wire Mesh	299
52	4	Deschutes	US 97	4	The Dalles-Calif.	The Dalles-Calif. Hwy. at E. 1st St. (Bend)	III	2-Phase Actuated Signal	32
53	4	Deschutes	US 97	4	The Dalles-Calif.	China Hat Rd.-Lava Butte	III	O'lay	594
54	8	Umatilla	OR 11	5	Oregon-Washington	Dry Cr. - Milton-Freewater	III	O'lay	324
55	8	Umatilla	OR 11	5	Ore.-Wash. and Freewater	SW 14th Ave.-Ward St. (Milton-Freewater)	III	Grade-Pave-Widen-RR	648
56	9	Lincoln	US 101	2	Oregon Coast	Yachats River Bridge	III	Structure	788
57	9	Curry	US 101	3	Oregon Coast	Thomas Cr.-Brookings	III	O'lay	599
58	10	Wallowa	OR 82	5	Wallowa Lake	MP 57.17	III	Bench Slopes	64
59	10	Wallowa	OR 82	5	Wallowa Lake	MP 41.7	III	Scale Slopes	5
60	11	Wallowa	OR 3	5	Enterprise-Lewiston	MP 0.0 - MP 4.0	III	Scale Slopes	10
61	16	Linn	US 20	2	Santiam	Albany-Lebanon	III	O'lay	729
62	16**	Linn	US 20	2	Santiam	Sweet Home W.C.L.-9th Ave.	II	Grade-Pave	928
63	18	Lane	OR 58	3	Willamette	Eagle Cr.-Klamath Co. Line	III	O'lay	842
64	25	Josephine	US 199	3	Redwood	Grants Pass-Applegate R.	III	O'lay	980
65	26	Multnomah	US 26	1	Mt. Hood	Mt. Hood Hwy. at 182nd Ave.	III	3-Phase Actuated Signal	43
66	26**	Hood River	OR 35	1	Mt. Hood	Mt. Hood PO-Willow Flat Rd., N. Unit	III	Grade-Pave	3,348
67	47	Washington	US 26	1	Sunset	Sunset Hwy. at Murray Blvd. (N. Ramp)	III	2-Phase Actuated Signal	32
68	58	Lane	OR 99E	2	Albany-Jct. City	Willamette R. O'flow Brs. (3940, 3941)	III	Structures	297
69	66	Umatilla	OR 203	5	La Grande-Baker	Hot Lake-Union	III	O'lay	388
70	144**	Washington	OR 217	1	Beaverton-Tigard	Denny Road Interchange	III	G-P-Str.-Sn.-Illum.	3,456
71	162	Marion	OR 22	2	N. Santiam	Silver Cr. Falls Hwy.-Shaw/Aumsville Rd.	III	O'lay	358
72	171	Clackamas	OR 224	1	Clackamas	Clackamas Hwy. at Clack./Boring Rd.	III	2-Phase Actuated Sig.	32
73	244	Coos	OR 42S	3	Coquille-Bandon	Fat Elk Creek Bridge	III	Grade-Pave-Structure	324
74	244	Coos	OR 42S	3	Coquille-Bandon	Pulaski Creek Bridge	III	Grade-Pave-Structure	270
75	272**	Josephine	OR 238	3	Jacksonville	Grants Pass-New Hope Rd.	II	Grade-Pave-Signals	1,080
76	456	Malheur	US 95	5	I.O.N.	Burns Jct.-Crooked Creek	III	O'lay	486
							R/W & P.E.		3,494
							Total Est. Cost 1977		21,236



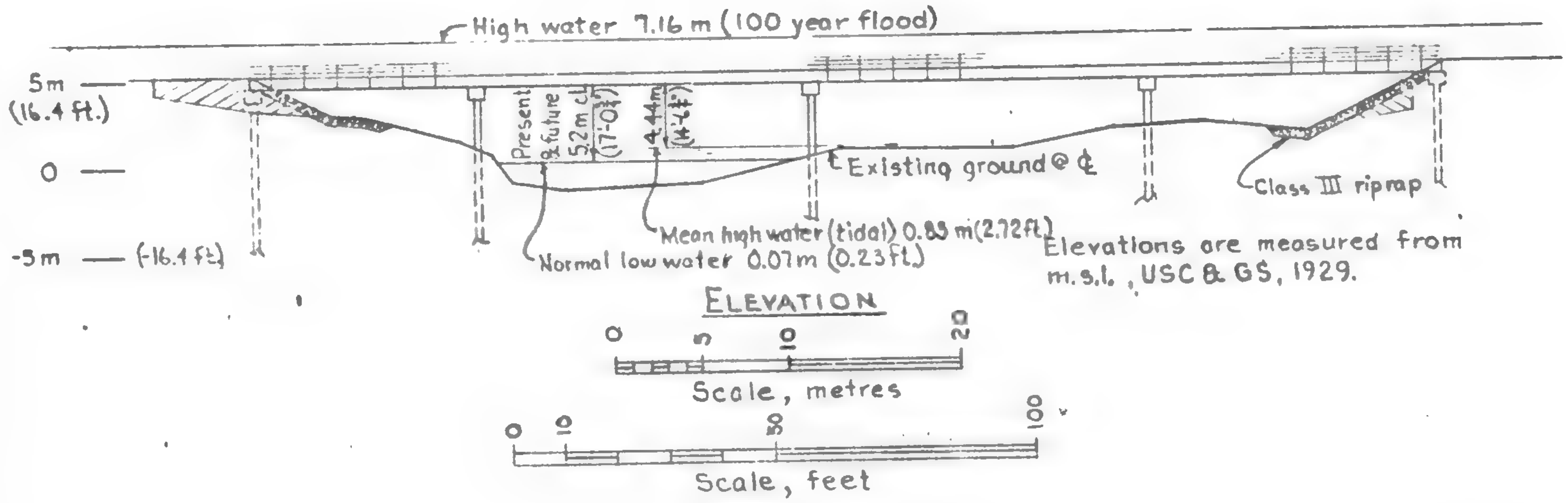
PROPOSED BRIDGE OVER FAT ELK CREEK
NEAR COQUILLE IN COOS COUNTY, OREGON
APPLICATION BY OREGON TRANSPORTATION COMM.
NOV. , 1976
SHEET 1 OF 3



PROPOSED BRIDGE OVER FAT ELK CREEK
NEAR COQUILLE IN COOS COUNTY, OREGON
APPLICATION BY OREGON TRANSPORTATION COMMISSION
NOVEMBER, 1976 SHEET 2 OF 3


(4'-0" x 2'-2")
1.22 m x 0.66 m Precast Prestressed Concrete Slabs
70.0 m c-c end bents (229'-7 1/8")
Span 1 13.0 m (42'-7 3/4")
Span 2 19.5 m (63'-11 3/4")
Span 3 19.5 m (63'-11 3/4")
Span 4 18.0 m (59'-0 5/8")
Bent 1 Sta 33+11.0
Bent 2 Sta. 33+30.0
Bent 3 Sta. 33+49.5
Bent 4 Sta. 33+69.0
Bent 5 Sta. 33+870
Fat Elk Creek
Existing clearance 7.5 m± (25 ft±)
13.4 m 0.0 (44'-0")
Proposed clearance 18.5 m (60'-8 3/8")
Existing 12 span pile trestle
RINK (USGS)
7999 m S 77°25'54" E (26,243.44 ft.)

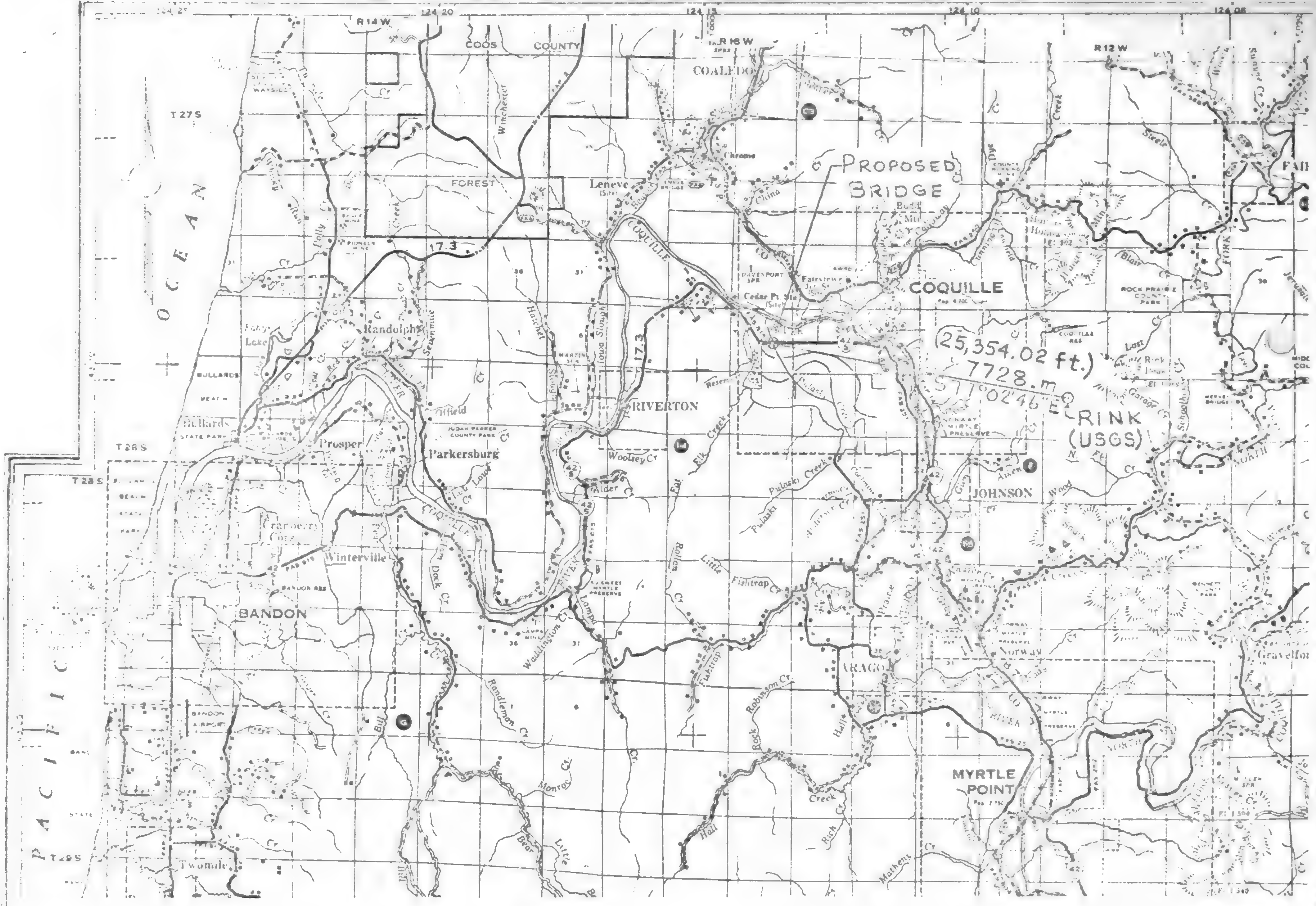
PLAN


High water 7.16 m (100 year flood)
5 m (16.4 ft.)
0
-5 m (-16.4 ft.)
Present & future 5.2 m cl (17-0 3/4")
4.44 m (14.6 ft)
Existing ground @ ℄
Class III riprap
Mean high water (tidal) 0.83 m (2.72 ft.)
Normal low water 0.07 m (0.23 ft.)
0 5 10 20
Scale, metres
0 10 50 100
Scale, feet

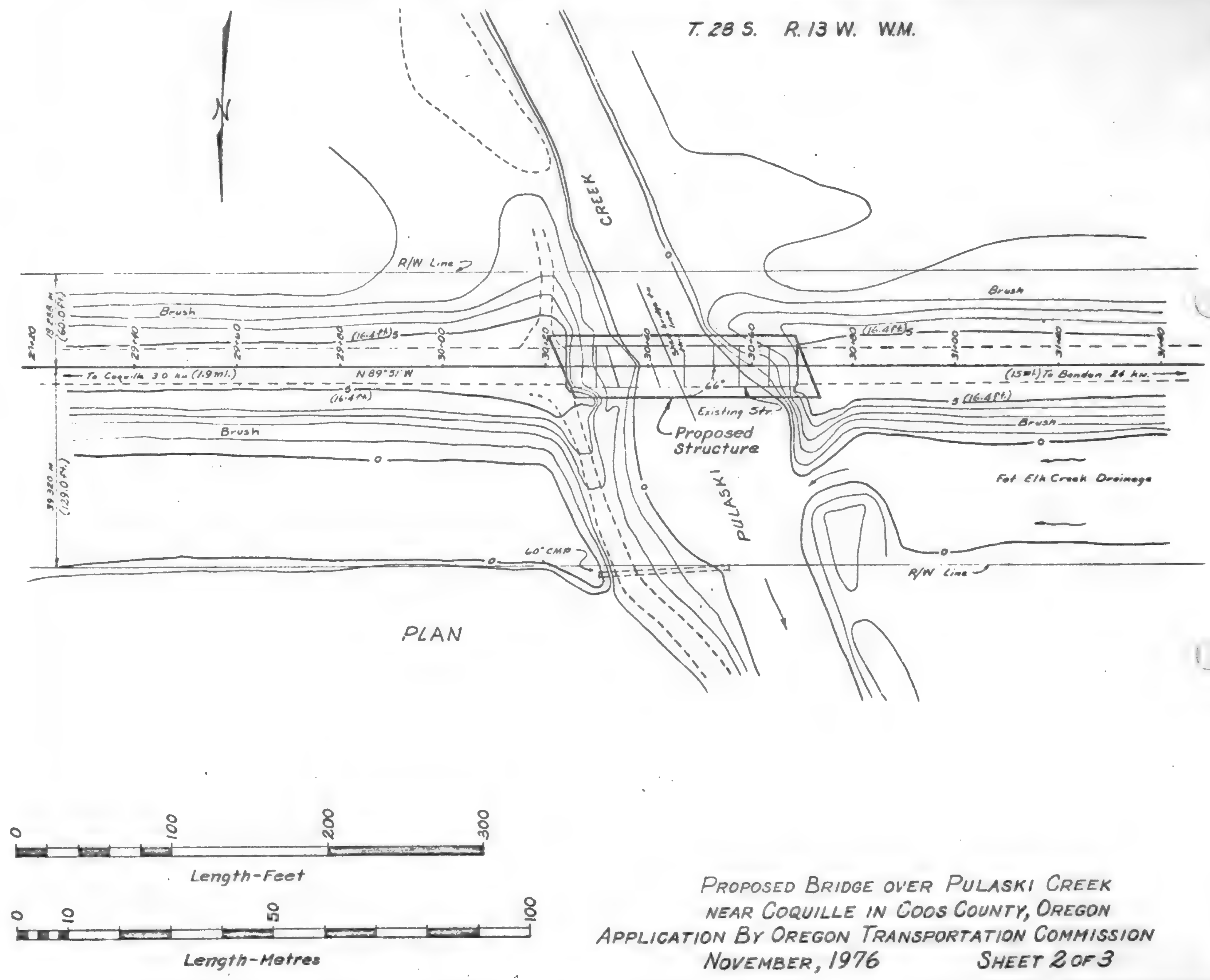
Elevations are measured from m.s.l., USC & GS, 1929.

ELEVATION

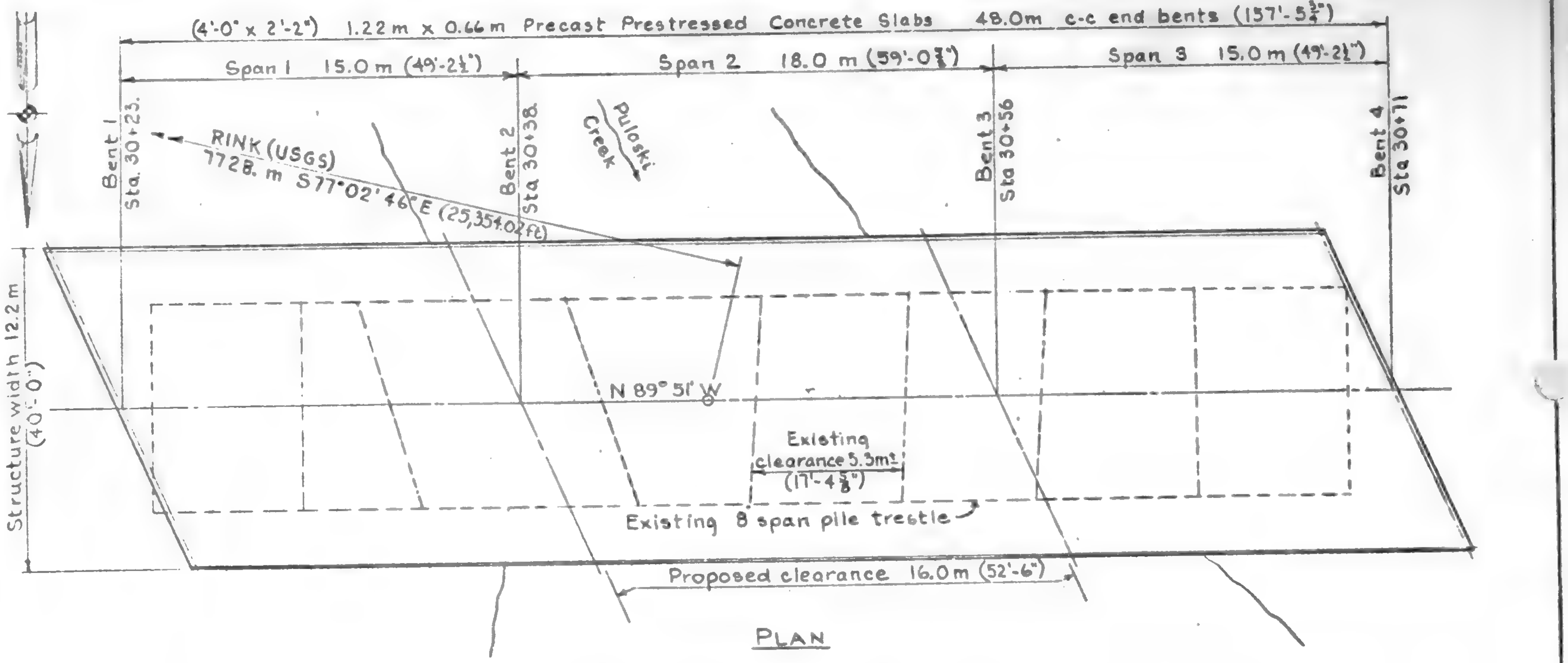
PROPOSED BRIDGE OVER FAT ELK CREEK
NEAR COQUILLE IN COOS COUNTY, OREGON
APPLICATION BY OREGON TRANSPORTATION COMMISSION
Nov., 1976
SHEET 3 OF 3



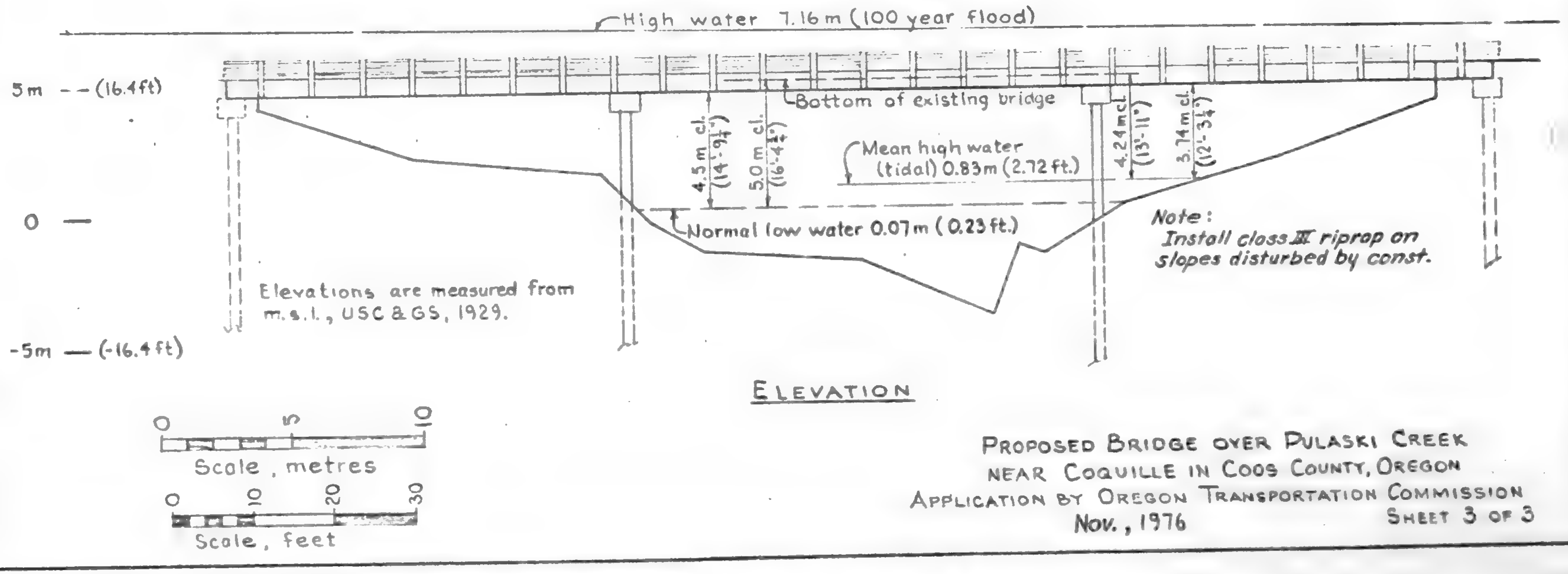
PROPOSED BRIDGE OVER PULASKI CREEK
NEAR COQUILLE IN COOS COUNTY, OREGON
APPLICATION BY OREGON TRANSPORTATION COMM.
NOV., 1976
SHEET 1 OF 3



PROPOSED BRIDGE OVER PULASKI CREEK
NEAR COQUILLE IN COOS COUNTY, OREGON
APPLICATION BY OREGON TRANSPORTATION COMMISSION
NOVEMBER, 1976 SHEET 2 OF 3


(4'-0" x 2'-2") 1.22 m x 0.66 m Precast Prestressed Concrete Slabs 48.0m c-c end bents (157'-5¾")
Span 1 15.0 m (49'-2½")
Span 2 18.0 m (59'-0⅝")
Span 3 15.0 m (49'-2½")
Bent 1 Sta. 30+23.
Bent 2 Sta 30+38.
Bent 3 Sta 30+56
Bent 4 Sta 30+71
Pulaski Creek
RINK (USGS) 7728. m S77°02'46"E (25,354.02 ft)
Structure width 12.2 m (40'-0")
N 89° 51' W
Existing clearance 5.3m± (17'-4⅝")
Existing 8 span pile trestle
Proposed clearance 16.0 m (52'-6")

PLAN


High water 7.16 m (100 year flood)
5m — (16.4ft)
0 —
-5m — (-16.4 ft)
Bottom of existing bridge
4.5 m cl. (14'-9¼")
5.0 m cl. (16'-4¾")
4.24 m cl. (13'-11")
3.74 m cl. (12'-3¼")
Mean high water (tidal) 0.83m (2.72 ft.)
Normal low water 0.07m (0.23 ft.)
Note: Install class III riprap on slopes disturbed by const.
Elevations are measured from m.s.l., USC&GS, 1929.
0 5 10
Scale, metres
0 10 20 30
Scale, feet

ELEVATION

Proposed Bridge over Pulaski Creek
near Coquille in Coos County, Oregon
Application by Oregon Transportation Commission
Nov., 1976
Sheet 3 of 3

8511

1

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
A. Shirley, Jr.
B. E. Brown
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

STATE A-95 REVIEW CONCLUSIONS

Coos Co.

APPLICANT: State Highway Division

PROJECT TITLE: Pulaski Creek Bridge (#70112)

DATE: October 27, 1976

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7610 2 330

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
NOV 2 '76
REFER TO
FOR
D/R Sign Act File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

9 29-76

BEN GIFFORD

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

RECEIVED
OCT 12 1976
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7610 2 530 Due Date: OCT 22 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal or fill of 50 cubic yards or more of material below the bank of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, Oregon 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7610 2 330 Due Date: OCT 22 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

We request that the district biologist (Bill Mullarkey, 269-1200, Coos Bay) be contacted to discuss preventative measures that must be taken during construction. Our concerns are that turbid waters do not enter the waterway.

Agency Fish + Wildlife By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 10-18-76

8511

October 20, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. H. Rulien
Program Management Engineer

SUBJECT FY 1977 Annual Program

We propose adding the following project to Part 1 of the subject program:

Area: R
Item No.: 70118
Project No.: F-50 (-)
F.A. Route No.: FAP 50 *
Section: Fat Elk Creek Bridge
Highway: Coquille-Bandon
Begin M.P.: 15.0
Length: 0.5
County: Coos
City: N/A
Work: PE, G-P- Str
Estimated Cost: 540,000
F.A. Cost: 463,000

* System realignment

Note:

(1) Exempt from A-95 review under agreements.
(2) Nonmajor action project concurred in by FHWA on 5-18-76 for bridge.
(3) Roadway between this bridge and bridge under Item No. 70112 will be resurfaced and widened less than a single lane width and is nonmajor action under FHPM 7-7-2, paragraph 10e.

JLG:eb

cc: B. L. Gifford

bc: PE --- 15,000
Const --- 525,000

8511

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 13, 1976

Salem, OR 97310

FILE:

SUBJECT: Pulaski Creek-Fat Elk Creek
Coquille-Bandon Highway
Coos County

TO: File

The purpose of this project is the replacement of the Pulaski Creek and the Fat Elk Creek bridges on the Coquille-Bandon Highway. Pulaski Creek Bridge is at Km. 24.57 and Fat Elk Creek Bridge is at Km. 24.27.

This project is located in the low-lying flood plain area of the Coquille River drainage. The surrounding flood plain is subject to seasonal flooding with water occasionally overtopping the highway. According to Eugene Ash, Bridge Resident Engineer at Coquille, water has been over the bridge decks twice in the last 25 years. The stage of the water in this flood plain is influenced by the tide and the stage of the Coquille River. With the excessive ponding and tidal influence, no stage-discharge relationship was determined for Pulaski Creek or Fat Elk Creek because such a relationship would be meaningless.

When the Coquille River overflows its banks (which occurs almost yearly), the highway acts as a dike causing as much as 0.6-0.9 metre of water surface elevation difference (head) between the upstream and downstream side of the highway. This much head can cause very high velocities both over the highway and through the bridge openings.

Pulaski Creek Bridge is 45.7 metres in length with a pile trestle span arrangement of 1-5.8 metre, 1-3.4 metre, 1-8.2 metre, 2-5.8 metre, 1-5.2 metre, and 2-5.8 metre. Fat Elk Creek Bridge is 71.9 metres in length with pile trestle spans of 4-5.8 metre, 1-8.2 metre, and 7-5.8 metre. Both of these bridges are more than adequate to handle the discharge from their own respective drainage basins; however, they are not sufficient to handle the overflow from the Coquille River during flooding conditions. At Pulaski Creek Bridge, a large scour hole exists beneath the structure indicating the high flow velocities which result from the previously-mentioned difference in water surface elevations. Information from the field indicates that during flooding a large amount of debris collects against the multiple pile bents and restricts the flow at the bridge openings. This restriction would result in an increase of head on the upstream side of the highway and increased flow velocities over the highway and through the restricted bridge openings.

Versteeg ✓
Olson
2 Christensen DDC
Scott
Swenson

RECEIVED
OCT 14 1976
ROAD
D[illegible]

Requires Reply
Requires Appr
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Other

REFERRED TO
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✓ Erikson
Cole
Hager
Reed
Sample
Watson
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

It is suggested that the proposed structures provide at least the same waterway openings as the existing Pulaski Creek and Fat Elk bridges. These structures serve as relief for the flood waters which are impounded by the highway dike. With elimination of as many of the bents as possible at each bridge, there will be less chance of debris hindering the passage of water. This, in turn, will result in a smaller head differential thus reducing the flow velocities and resultant erosion damage at the bridges.

To provide protection against the accelerated flow at the bridge sites, Class III keyed riprap is suggested. The riprap protection should begin on the upstream embankment slopes about 15 metres away from the bridge ends and should extend through the bridge opening and wrap around the embankment radius on the downstream side. The riprap should cover the entire embankment slope as described and should be keyed-in at the bottom of the embankment with a toe-trench. The terminal ends of the riprap blanket should blend into the embankments. Ernest L. Phillips, District Maintenance Officeman, indicated that there would be no problem obtaining riprap of this size as there are several quarry sites within reasonable hauling distance. He also stated that keyed riprap would be preferred over conventional loose riprap.

Richard L. Lenz
Hydraulics Engineer

By Von E. Hemmert
Von E. Hemmert
Hydraulics Specialist

VEH:jr

cc: Frank E. Terpin
Hal Versteeg
Walt Hart
Alfred Shirley, Jr.
Gary Potter

HYDRAULIC DATA

		DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge -	cfs	—	—	—
	m³/s	—	—	—
Frequency – yrs.		100	100	—
H.W. Elevation Natural Channel	ft.	—	—	—
	m.	7.0	—	—
H.W. Elevation Channel Change	ft.	—	—	—
	m.	—	—	—
Average Velocity -	fps	—	—	—
	mps	—	—	—

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 100-yr. Flood elevation estimate from U.S.A. Corps of Engineers

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Fat Elk Creek Bridge
Coquille-Bandon Highway
Coos County

COMPILED BY: U. E. HEMMERT

DATE: 10-11-76

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs			
Discharge - m^3/s			
Frequency - yrs.	100	100	
H.W. Elevation Natural Channel ft.			
H.W. Elevation Natural Channel m.	7.0		
H.W. Elevation Channel Change ft.			
H.W. Elevation Channel Change m.			
Average Velocity - fps			
Average Velocity - mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 100-Yr. Flood elevation estimate from
U.S.A. Corps of Engineers

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Pulaski Creek Bridge
Coquille - Bandon Highway
Coos County

COMPILED BY: V. E. HEMMERT

DATE: 10-11-76

85-41

October 1, 1976

Commander
13th Coast Guard District
Aids to Navigation Branch
Federal Building
915 Second Avenue
Seattle, Washington 98174

Dear Sir:

Permit Application
Pulaski Creek Bridge
Fat Elk Creek Bridge
Bridges No. 1058A and 1059A
Near Coquille, Oregon on
Coquille-Bandon Highway

Pursuant to your April 9 letter, we have investigated the site of the Pulaski Creek Bridge and found it to be tidal. A similar investigation of the Fat Elk Creek Bridge site indicates it is also tidal. Accordingly, we herewith make application for permits for replacement of these structures.

Our records indicate that these structures were originally constructed in 1924 and did not require permits from the Department of the Army or Corps of Engineers. They are narrow, two-lane, multi-span, wooden structures supported on timber pile trestle bents. It is our intent to replace them with modern two-lane prestressed concrete slab spans supported by prestressed concrete pile bents.

The existing Pulaski Creek Bridge has eight spans of approximately 5.6 meters each and will be replaced by a structure with three spans, two of 15 meters and one of 18 meters. Total length of the new structure will be slightly greater than the existing bridge.

The existing Fat Elk Creek Bridge has 12 spans of approximately 6.15 meters each and will be replaced with a four-span structure (13 meters, 19.5 meters, 19.5 meters, 18 meters).

The new structure will be slightly shorter in overall length than the existing bridge.

Attached are one set of reproducibles and six prints of the permit application drawings for each structure. Also attached are two copies each of the project assessment (non-major) for each structure.

We plan to receive bids for these projects on February 24, 1977. Your timely action in issuing permits for these structures will be appreciated.

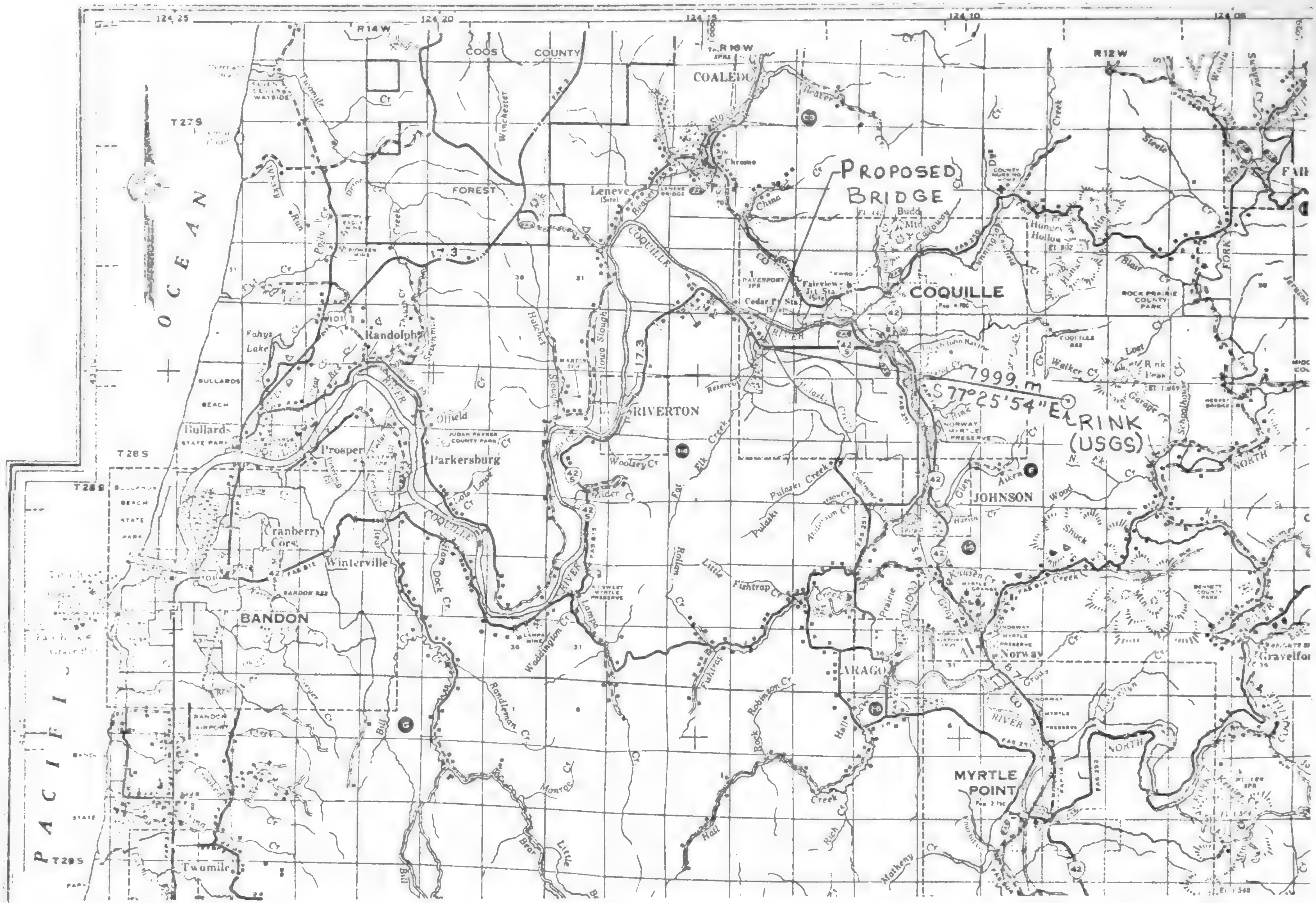
Very truly yours,

for E. S. Hunter
Deputy State Highway Engineer

Attachments

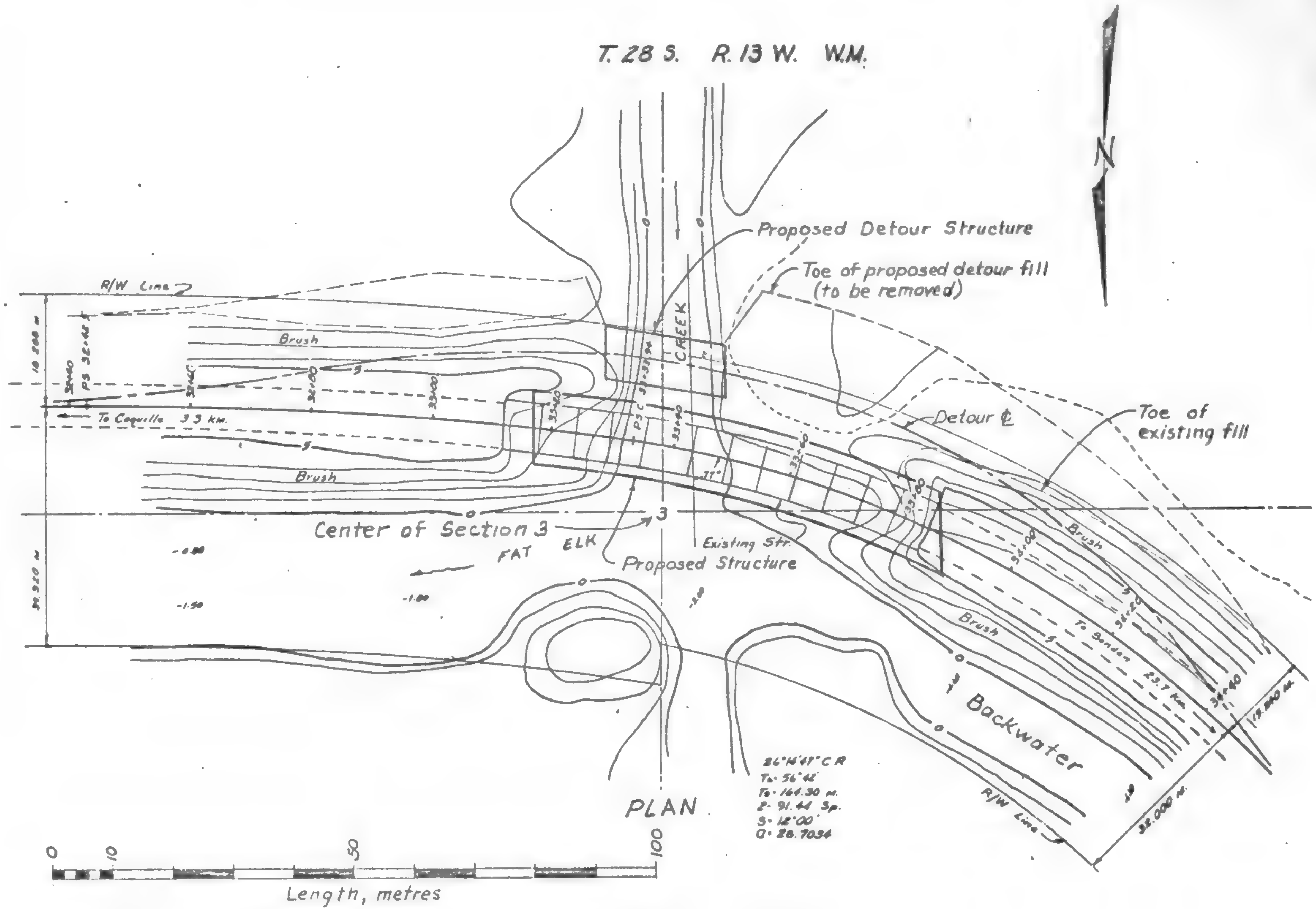
bc H. S. Coulter
R. L. Schroeder
W. J. Hart
Gary Potter
D. H. Moehring
Alfred Shirley
P. M. Oakley

RWE:dh ja

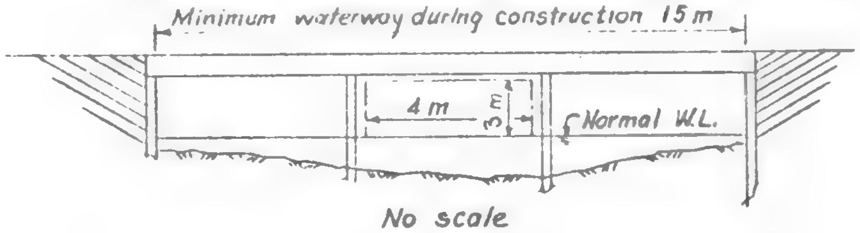


PROPOSED BRIDGE OVER FAT ELK CREEK
NEAR COQUILLE IN COOS COUNTY, OREGON
APPLICATION BY OREGON TRANSPORTATION COMM.

SEPT. 17, 1976 SHEET 1 OF 3



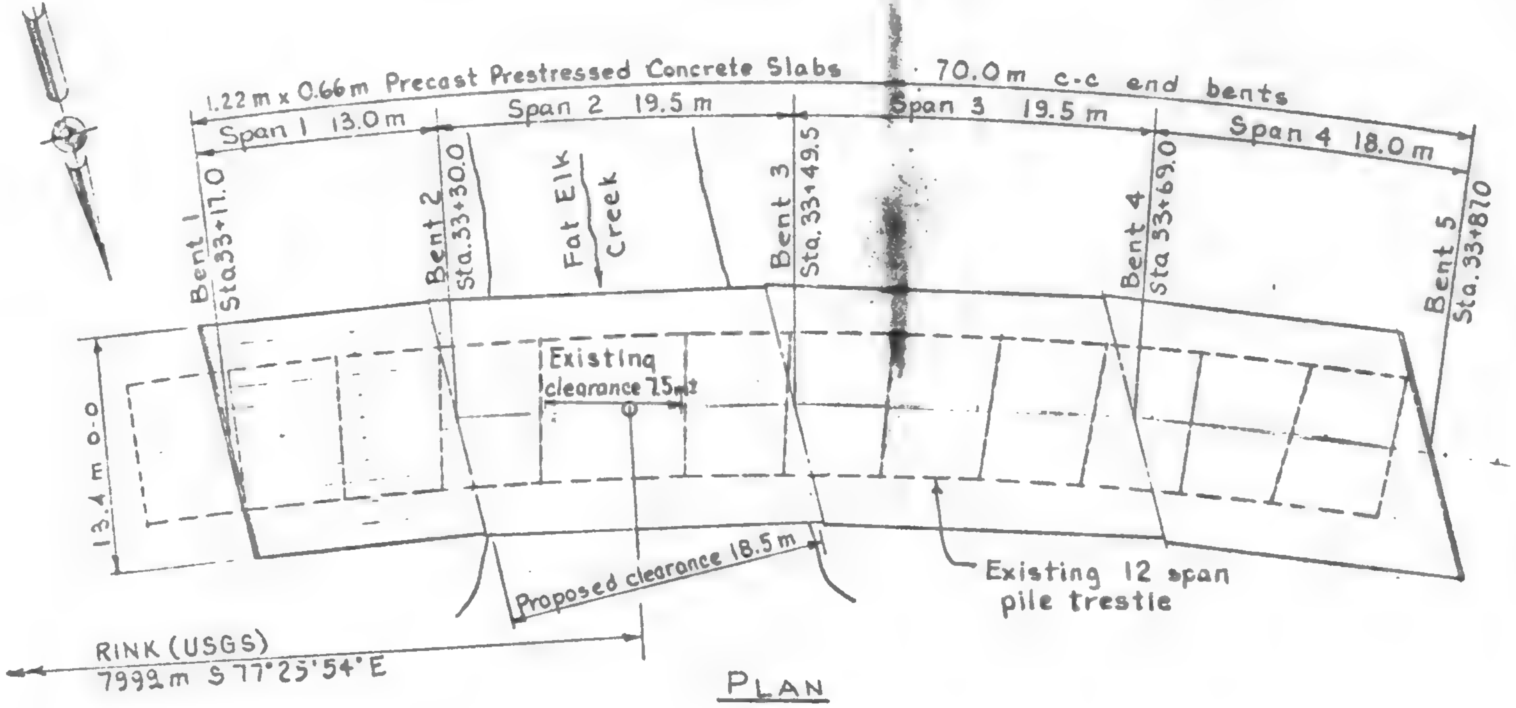
Elevations shown are metres above mean sea level (USC & GS 1929).



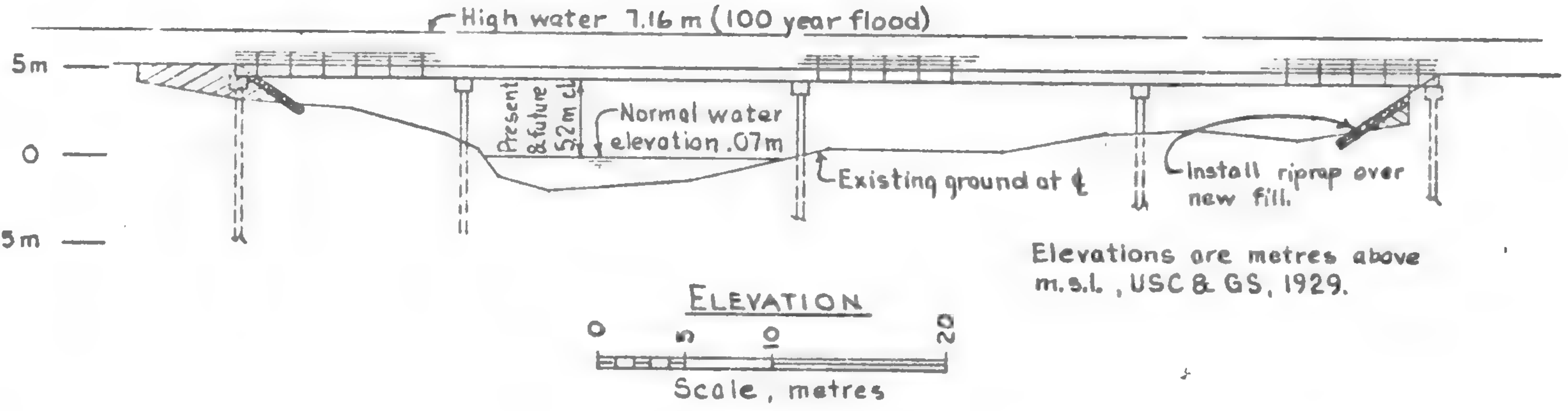
No scale

At least one detour span over water shall have the above minimum navigation clearances.

PROPOSED BRIDGE OVER FAT ELK CREEK
NEAR COQUILLE IN COOS COUNTY, OREGON
APPLICATION BY OREGON TRANSPORTATION COMMISSION
SEPT. 17, 1976
Sheet 2 of 3

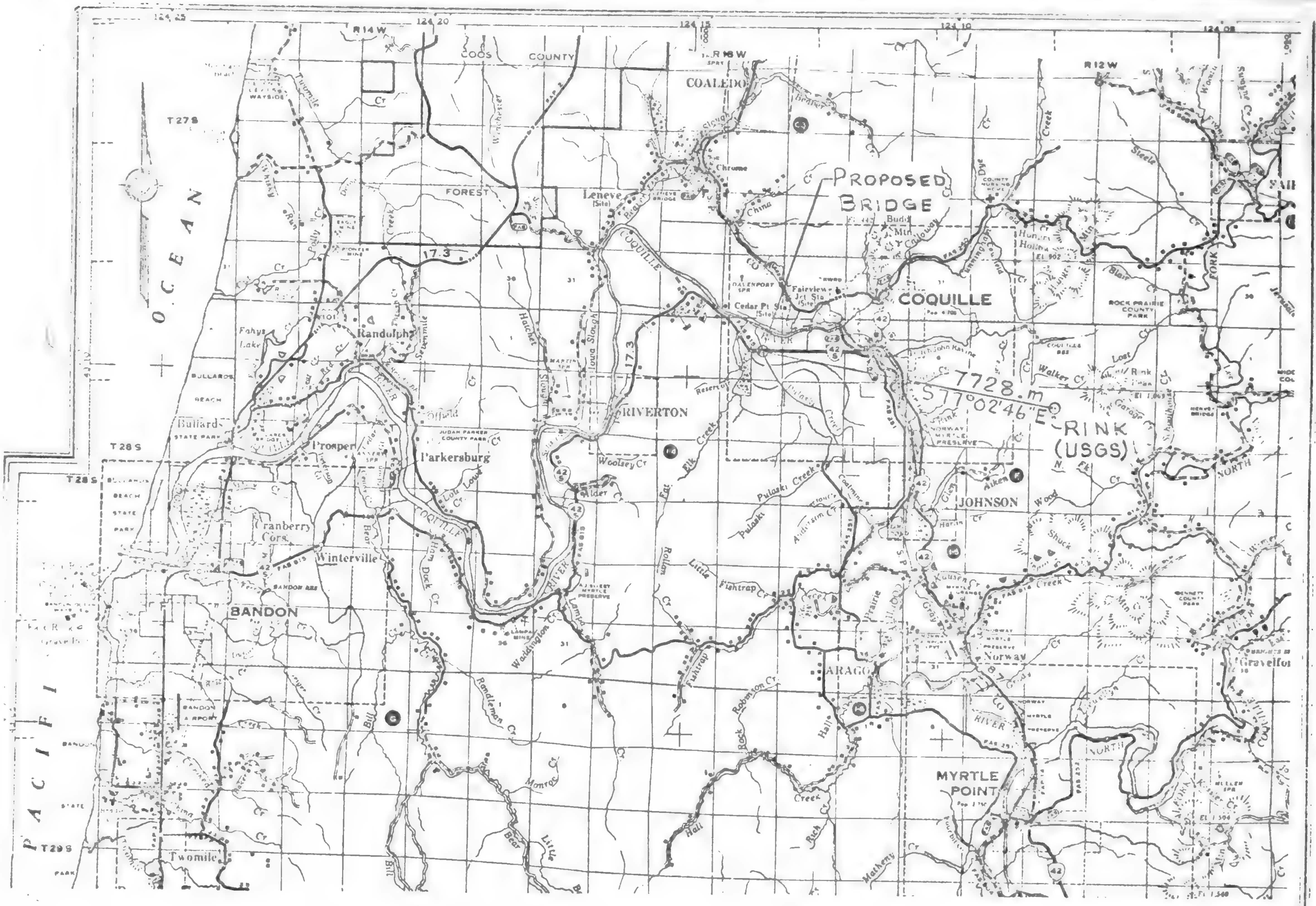


PLAN


High water 7.16 m (100 year flood)
5m
0
-5m
Present & future 5.2 m cl.
Normal water elevation .07 m
Existing ground at ℄
Install riprap over new fill.
Elevations are metres above m.s.l., USC & GS, 1929.
0
5
10
20
Scale, metres

ELEVATION

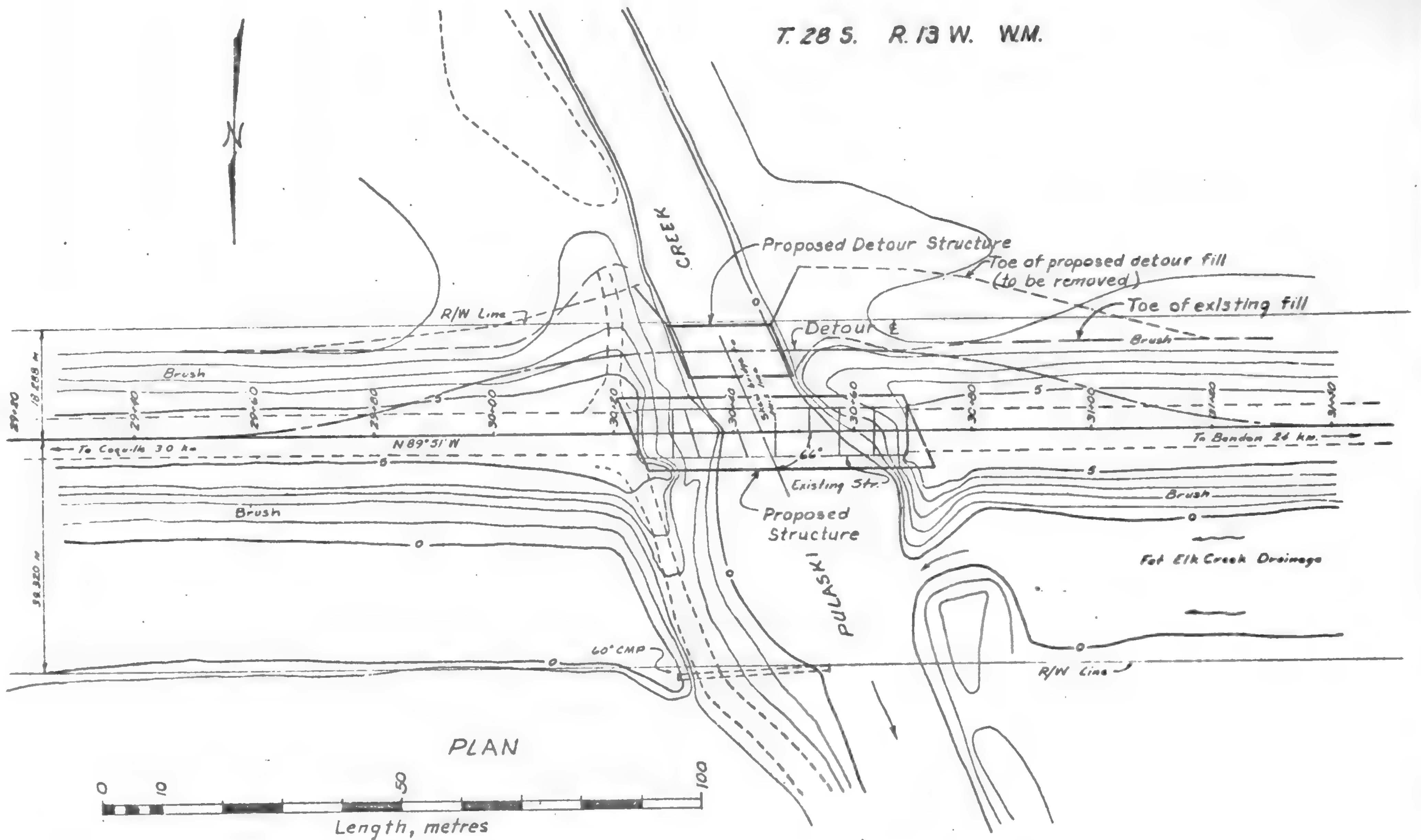
PROPOSED BRIDGE OVER FAT ELK CREEK
NEAR COQUILLE IN COOS COUNTY, OREGON
APPLICATION BY OREGON TRANSPORTATION COMMISSION
SEPT. 17, 1976 SHEET 3 OF 3



Proposed Bridge over Pulaski Creek
near Coquille in Coos County, Oregon
Application by Oregon Transportation Comm.

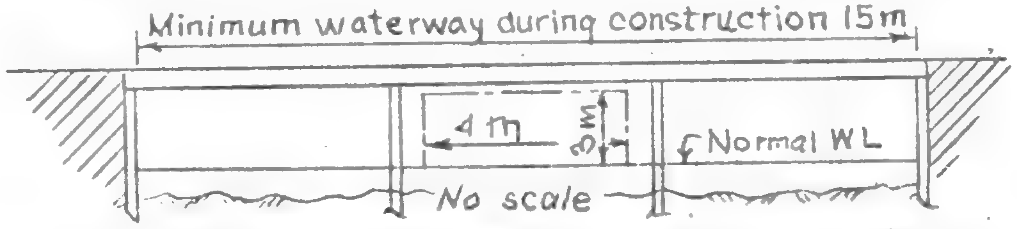
Sept 17, 1976 Sheet 1 of 3

T. 28 S. R. 13 W. W.M.



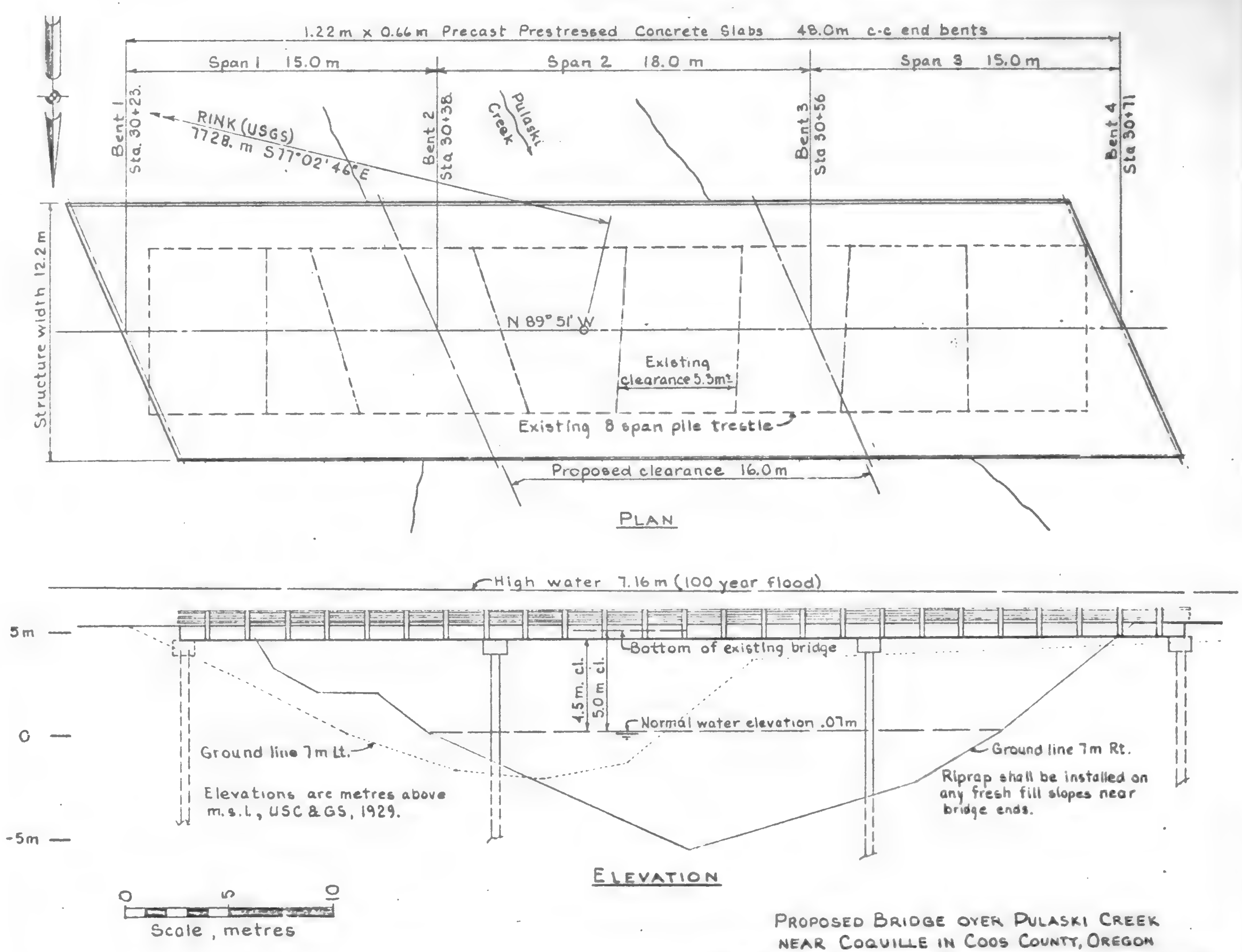
PLAN

Elevations shown are metres above mean sea level (USC&GS, 1929).



At least one detour span over water shall have the above minimum navigation clearances.

PROPOSED BRIDGE OVER PULASKI CREEK
NEAR COQUILLE IN COOS COUNTY, OREGON
APPLICATION BY OREGON TRANSPORTATION COMMISSION
SEPT. 17, 1976
Sheet 2 of 3


1.22 m x 0.66 m Precast Prestressed Concrete Slabs 48.0m c-c end bents
Span 1 15.0 m
Span 2 18.0 m
Span 3 15.0 m
Bent 1 Sta. 30+23.
Bent 2 Sta 30+38.
Bent 3 Sta 30+56
Bent 4 Sta 30+71
RINK (USGS) 7728. m S77°02'46"E
Pulaski Creek
Structure width 12.2 m
N 89° 51' W
Existing clearance 5.3m±
Existing 8 span pile trestle
Proposed clearance 16.0 m
PLAN
High water 7.16 m (100 year flood)
5m
0
-5m
Bottom of existing bridge
4.5 m. cl.
5.0 m cl.
Normal water elevation .07m
Ground line 7m Lt.
Ground line 7m Rt.
Elevations are metres above m.s.l., USC & GS, 1929.
Riprap shall be installed on any fresh fill slopes near bridge ends.
ELEVATION
0
5
10
Scale, metres

PROPOSED BRIDGE OVER PULASKI CREEK
NEAR COQUILLE IN COOS COUNTY, OREGON
APPLICATION BY OREGON TRANSPORTATION COMMISSION
SEPT. 17, 1976 SHEET 3 OF 3

(#2) 8511 13

ROBERT W. STRAUB

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 29, 1976

TO
Executive Department
Federal Aid Coordination Unit

Coos-Curry Council of Governments
P. O. Box 647
1975 McPherson Street North
North Bend, OR 97459

FROM for D. E. Swan
Federal Aid Engineer

SUBJECT
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 7
Section: Pulaski Creek Bridge
Highway: Coquille-Bandon, OR Rte. 42 S.
County: Coos

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 25, 1976.

BLG:bb

Attachment

cc:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: A. Shirley
District Engineer: B. E. Brown
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
OCT 1 '76
REFER TO
FOR
Info Inve- R/D D/R Sign Att File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 State Highway Division	46] DIVISION [79 Department of Transportation
03	12] APPLICANT ADDRESS STREET [45 State Highway Building	46] CITY [60 Salem · 76] ZIP [80 97310
04	12] CONTACT PERSON [45 L. W. Rulien	46] AREA CODE [48 503 · 49] PHONE [55 378 · 56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Pulaski Creek Bridge District 7	
11	12] PROJECT LOCATION—CITY Coquille-Bandon Highway OR Rte. 42 S	PROJECT LOCATION—COUNTY: Coos · PROJECT LOCATION [79 SEC: - T: 28 S R: 13 W

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] This review covers the grading, paving and structure to replace the existing bridge. [71

07 12] The survey PNRS 7604-2-150 was cleared April 27, 1976 and covers the replacement of [71

08 12] the Pulaski Creek Bridge, MP 15.27. The bridge is approx. 46 meters in length. [71

09 12] Item 70112. [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
215,000	-	35,000	-	-	250,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 · INTER-STATE ☐ 13 · COUNTY ☐ 14 · CITY ☐ 15 · SCHOOL DISTRICT ☐ 16 · SPECIAL DISTRICT ☐ 17 · COMMUNITY ACTION ☐ 18 · SPONSORED ORGANIZATION ☐ 19 · OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 · CONT. GRANT ☐ 22 · SUPPL'T GRANT ☐ 23 · INCREASE DURATION ☐ 24 · DECREASE DURATION ☐ 25 · CANCELLATION ☐ 26 · INCREASE DOLLARS ☒ 27 · DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☒ 29 No ☐ 30 Date: 4-1-76

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE:

41] MONTH [42	43] DAY [44	45] YEAR [46
October	25	1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning and Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 4-1-76

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

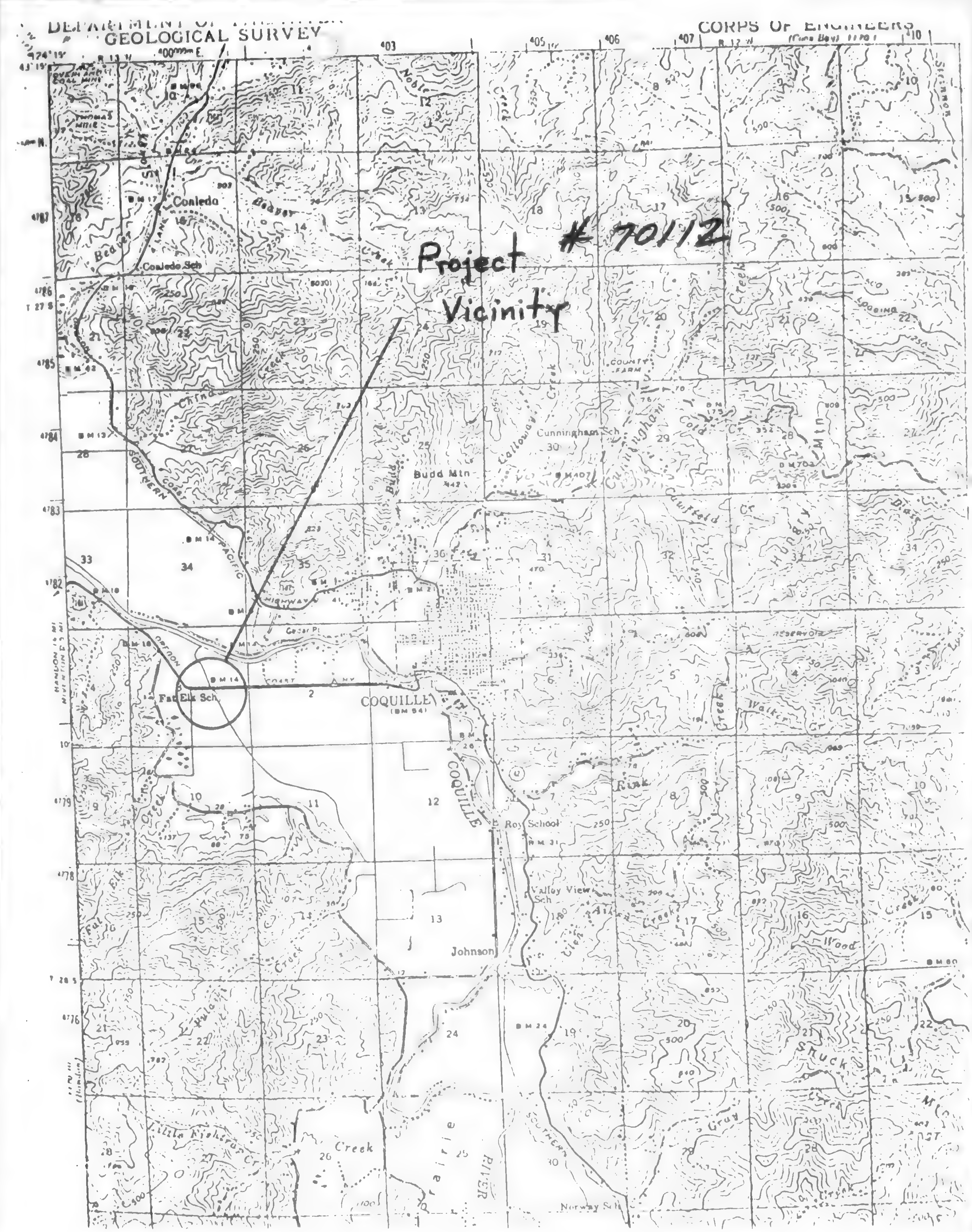
(c) FUNDING METHOD	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 Project of nonmajor environmental impact under Oregon's Action Plan.



Project # 70112

Project Vicinity

Coos/Curry Co's
Hwy 244
Coos Co.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
July 12, 1976

FILE:

FROM: D. N. Harwell
County-City Engineer

TO: MEMO TO THE FILES

SUBJECT: Coquille-Bandon Hwy. and
Coal Banks Slough, Hwy. 101 (04)
Coos & Curry Counties

I met with Bill Brown, District Engineer, and his assistant on Wednesday, June 30, and we discussed matters relating to maintenance of highways in an around District 7. Bill has indicated that he has approval to go ahead on a couple of structures on the Coquille-Bandon Highway which is a real concern. He will also refurbish the Coal Banks Slough on Highway 101 until a contract can be let.

We also discussed the budgets and future maintenance relative to construction in highway programs and that of the parks maintenance and what may have to happen to budgets in that regard.

DNH:ljt

Don H

☑ ENGR ☐ ASST. ☑ OE ☑ AE ■ UE

8511 6-1-76 1

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. R 91(3)

STATE PROJECT NO. Pulaski Creek Bridge Sec.

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RS-110

TO:
Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 6/1/76

FEDERAL ROUTE NUMBER Secondary Route 815

STATE ROUTE NUMBER Secondary Route 244

GENERAL LOCATION:
SR 425 Pulaski Creek Bridge, 2.9 KM west of Coquille.

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering (0.046 KM) including utility preparatory work.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work TEC $23,500, FF $18,350.

☒ OTHER *(Specify)* Program Approval (TEC $23,500, FF $18,350)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 5/25/76 letter I approve the subject project for inclusion in the Federal-aid program.

Also as requested in Mr. Rulien's 5/25/76 letter you are authorized to proceed with the work as shown above.

RECEIVED
STATE HWY ENGR
JUN 11 '76
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

DATE 6/1/76

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-[illegible]

Form 81-734-3030

File Br #1059A

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
May 27, 1976

FILE: PRO 4-3

FROM: L. W. Ku[illegible]
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Fat Elk Creek Bridge
Coquille-Bandon Hwy.
Coos County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management,System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2) ✓
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 3 : A. Shirley, Jr.
District 7 : B. E. Brown
Region 3 Geologist: Elliott Parker

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 5-28-76

XC: Gpo
6-2-76

RECEIVED
JUN 1[illegible] 1976
BRIDGE SECTION

8511 15

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 18, 1976

In reply refer to: 1041B.3

SUBJECT: Oregon Project RS-592(-)
Fat Elk Creek Bridge
Coquille-Gandon Highway
Coos County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's May 6 memorandum has been reviewed. We concur with your finding that the project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Engelmann, Region 3)

RECEIVED
STATE HWY ENGR
MAY 26 '76
REFER TO Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy Schroeder

OREGON STATE HIGHWAY DIVISIO
PROJECT ASSESSMENT
(Or Request)

CATEGORY
3 PROJECT
non-major

RS-591 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date May 4, 1976

Unit (if appl)

Section Fat Elk Creek Bridge

City Two miles west of Coquille

County Coos

State Hwy. No. 244

Highway Coquille - Bandon

Termini: M.P.(if appl) M.P. 15.08

Length 250 feet

Region III

Construction Estimate
Program Amount

B. Purpose of Project:

To replace the existing bridge which is in poor condition.

C. Origin & History of Project: The present bridge was built in 1924, with major repairs made to the wooden pile trestle structure in 1973 and 1975. The 1975 repairs were emergency, temporary repairs to serve until the bridge could be rebuilt. In addition to serving Fat Elk Creek, the present structure serves as a relief for the flood waters impounded by the highway dike.

D. General Description of Project: Construct a new bridge and place fill material, riprap, base rock and paving at the bridge approaches. Stage construction or the construction of a temporary bridge will be required. Bikeway will be considered.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. no ; Shldrs. yes ; Parking no

Proposed: No. Lanes 2 ; Med. no ; Shldrs. yes ; Parking no

Traffic: Existing Facility: Existing ADT 1500 ; Projected ADT ____ ; Yr. ____

Existing Level of Service ____

Proposed Facility: Projected ADT ____ ; Yr. ____

Projected Level of Service ____

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_______

Acres_______; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Will probably use commercial materials. No waste disposal area required.

Type of Structure(s): Existing pile trestle wood bridge #1059, approx. 250 feet long. Type of new structure to be determined.

Brief Description of River or Stream and Type of Involvement, if any: Fat Elk Creek is a small tributary to the Coquille River. It is approximately 3.5 miles long with the upper 2.5 miles being in the low-lying foothills and the lower 1.0 mile crossing the flood plain of the Coquille River. The lower portion has been changed to a man-made drainage ditch and runs in a straight liue for 0.8 miles.

Local City, County or COG priorities of project:

Not rated.

FHWA and/or OSHD approvals given, if any:

None.

Location or Design Alternatives (identify and describe): Construct a new bridge as proposed. Practically rebuilding the total present structure.

Other Descriptive Information or Comments: Rebuilding of the present structure is not economically feasible.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: This project is situated in the low-lying flood plain area of the Coquille River drainage. The adjacent pasture and hay land is flat and is subject to regular seasonal flooding. The lower portion between Highway #244 and Fat Elk Creek County Road has been rebuilt in a straight line into a man-made drain ditch to serve the adjacent lands. Water level and stream flow are mostly controlled by the Coquille River. The stream banks support native grasses, vines and some small willows. There are two kinds of resident fish in the stream: brown bullhead and cutthroat. There is no known run of anadromous fish.

2. Cultural: There are no buildings in the immediate vicinity. Some are found along Fat Elk Creek County Road, approximately one mile upstream.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None required.

2. Estimated Impact on Traffic Patterns:

No long term change. Some probable restriction to traffic during construction.

Consequences--Air Quality, Noise, Safety, etc.:

No change.

3. Estimated Impact on Land Use:

No change

Consequences:

4. Expected Impact on Natural Ecological Resources:

Possible minor roiling of the stream during construction; minor reduction of abutting vegetation. No significant impact on resident fish expected. Work in stream will be confined to June 15 to Oct. 1.

Consequences:

No long term consequences.

5. Expected Impact on Cultural and Scenic Resources:

No change

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With: **Not applicable.**

a. Clean Air Implementation Plans

b. Noise Standards

c. Water Quality Standards

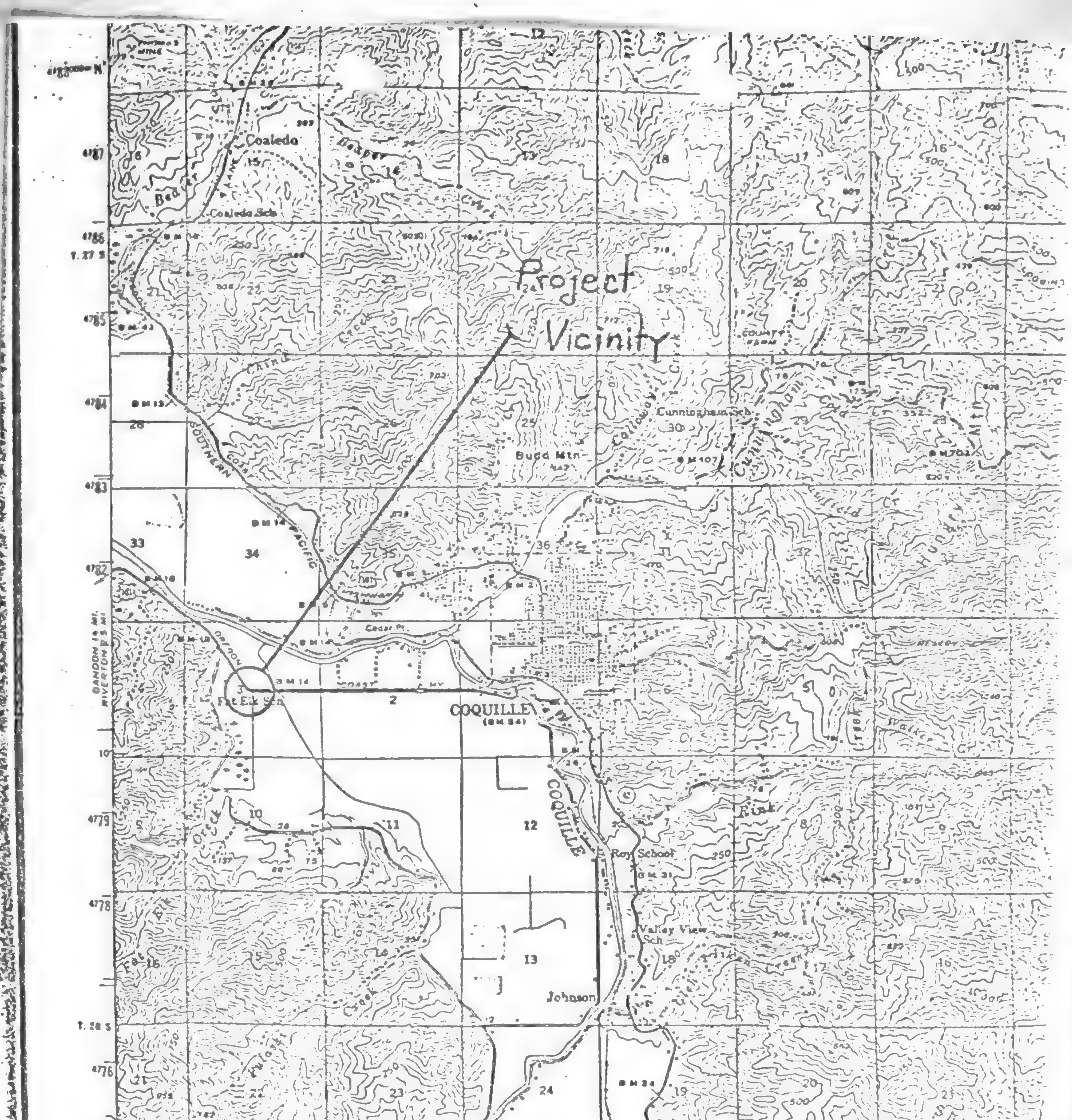
d. Area Land Use and Transportation Plans, and Zoning

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4


Project Vicinity
Coaledo
Coaledo Sch
Beaver Cr
China Creek
Budd Mtn
Cunningham Sch
Cunningham Cr
Southern Pacific
Cedar Pt
Fat Elk Sch
COQUILLE
COQUILLE RIVER
Roy School
Valley View Sch
Johnson
Fat Elk Creek
Fishtrap Cr
Prairie
Creek
RIVER
Norway Sch
Norway
Arago
T. 27 S
T. 28 S
BANDON
RIVERTON

8511

1

PRO 4-3

SALEM, OREGON
April 22, 1976

L. W. Rulien
Project Management Engineer

Mr. E. S. Hunter
Deputy State Highway Engineer

PROJECT ASSESSMENT
Pulaski Creek Bridge
Coquille-Bandon Hwy.
Coos County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
George Bell
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 3 : A. Shirley, Jr.
District 7 : B. E. Brown

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
April 22, 1976

FILE: PRO 4-3

FROM: L. W. [illegible]
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Pulaski Creek Bridge
Coquille-Bandon Hwy.
Coos County
Br # 1058

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
George Bell
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 3 : A. Shirley, Jr.
District 7 : B. E. Brown

APPROVED
E S Hunter
E. S. Hunter
Date 4-23-76

RECEIVED
STATE HWY ENGR
APR 22 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
APR 30 1976
BRIDGE SECTION

ROUTED
W. J. HART

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)
(Region III Metrication Project)

CATEGORY
3 PROJECT

non-major

RS-591 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date March 18, 1976

Section Pulaski Creek Bridge

Unit (if appl)

County Coos

City 2.9 Km. West of Coquille

Highway Coquille-Bandon

State Hwy. No. 244

Termini: M.P.(if appl) M.P. 15.27

Length Approx. 46 meters

Region III

Construction Estimate To be determined
Program Amount

B. Purpose of Project:

To replace an existing bridge which is in poor condition.

C. Origin & History of Project:

The present bridge was built in 1924 with major repairs made to the wooden pile trestle structure in 1952 and 1975. The 1975 repairs were emergency, temporary repairs to serve until the bridge could be rebuilt. In addition to serving Pulaski Creek, the present structure serves as a relief for the flood waters impounded by the highway embankment.

D. General Description of Project:

Construct a new bridge, place fill material, riprap, base rock and paving at the bridge approaches. Stage construction or the construction of a temporary bridge will be required. Bikeway will be considered.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. no ; Shldrs. yes ; Parking no

Proposed: No. Lanes 2 ; Med. no ; Shldrs. yes ; Parking no

Traffic: Existing Facility: Existing ADT 1500 ; Projected ADT ______ ; Yr. ______

Existing Level of Service ______

Proposed Facility: Projected ADT ______ ; Yr. ______

Projected Level of Service ______

Right of Way: Additional anticipated NO (Yes, No); if yes, give approx. No. Parcels______

Acres________; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:
Will probably use commercial materials. No waste disposal area required.

Type of Structure(s):
Existing pile trestle wood bridge #1058 approx. 46 meters long.
Type of new structure to be determined.

Brief Description of River or Stream and Type of Involvement, if any:
Pulaski Creek is a small tributary to the Coquille River. It is approximately 8 kilometers in length with the upper 3 kilometers being in the low-lying foothills and the lower 5 kilometers crossing the flood plain of the Coquille River. The lower portion has been changed by dredging, diking and realigning so that it is now practically a man-made drain ditch.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Construct a new bridge as proposed.
Practically rebuilding the total present structure.

Other Descriptive Information or Comments:

Rebuilding of the present structure is not economically feasible

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

This project is situated in the low-lying flood plain area of the Coquille River drainage. The adjacent pasture and hay land is flat and is subject to regular seasonal flooding. The lower portion between Highway #244 and the Fat Elk Creek County Road has been rebuilt into a drainage ditch to serve the adjacent lands. Water level and stream flow are mostly controlled by the Coquille River. The stream banks support native grasses, vines and some small willows. There are two kinds of resident fish in the stream: Brown Bullhead and Cutthroat. There is no known run of anadromous fish.

2. Cultural:

There are no buildings in the immediate vicinity. Some are found along Fat Elk Creek road, approximately 5 kilometers upstream.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

   None required.

2. Estimated Impact on Traffic Patterns:
   No long term change. Some probable restriction to traffic during construction.

   Consequences--Air Quality, Noise, Safety, etc.:

   No change.

3. Estimated Impact on Land Use:

   No Change.

   Consequences:

4. Expected Impact on Natural Ecological Resources:
   Possible minor roiling of the stream during construction; minor reduction of abutting vegetation. No significant impact on resident fish expected. Work in stream will be confined to June 15 to October 1.

   Consequences:

   No long term consequences.

5. Expected Impact on Cultural and Scenic Resources:

   No change.

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With: Not applicable

a. Clean Air Implementation Plans

b. Noise Standards

c. Water Quality Standards

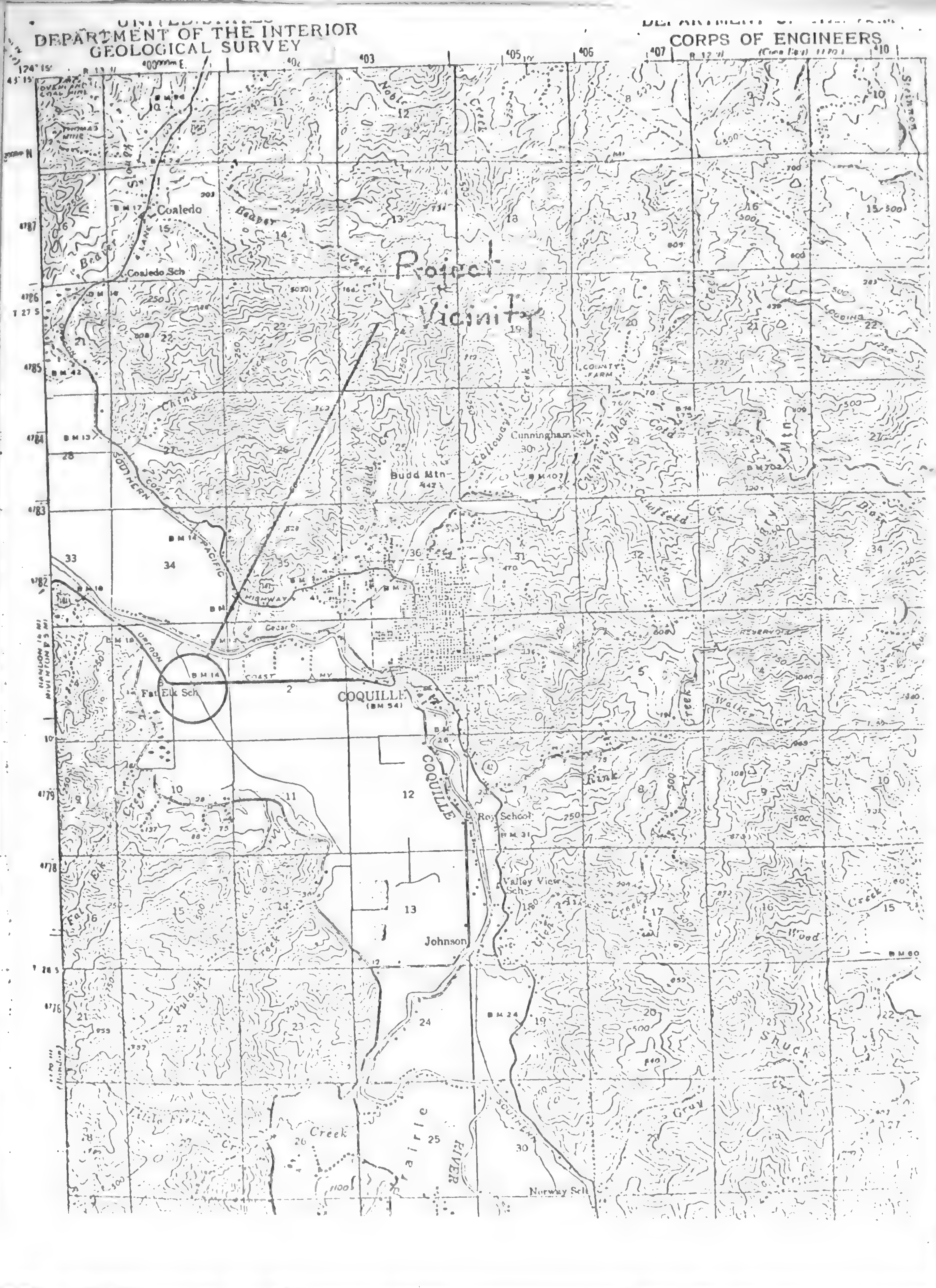
d. Area Land Use and Transportation Plans, and Zoning

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4


UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY
DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS
Project Vicinity
Coaledo
Coaledo Sch
Beaver
Beaver Slough
Noble Creek
China
Budd Mtn
Cunningham Sch
Cunningham Creek
Calloway Creek
Cold
Hudson Mtn
Cunningham Cr.
County Farm
Southern Pacific
Coast Highway
Cedar Pt
Fat Elk Sch
COQUILLE
(BM 54)
COQUILLE RIVER
Rink
Roy School
Valley View Sch
Johnson
Fat Elk Creek
Pulaski Creek
Little Fat Elk Cr.
Prairie Creek
Grey
Shuck Creek
Walker Cr.
Norway Sch
Reservoir
Wood Creek
Southern
RIVER
Stemmen
Logging

851

~~PRO 6-2~~

May 25, 1976

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rulien
Project Management Engineer

SUBJECT Federal-aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Rural Secondary project.

Item No.	Project No.	Section Name & PMRS No.
110	RS-591(3)	Pulaski Creek Bridge Section #7604-2-150

Encl.

cc: G. L. Green, FHWA
D. E. Swan (2)

8511

1

~~PRO 6-2~~

May 25, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Submission
Project No. RS-591(3)

We are submitting program data for one project, Item No. 110, Project No. RS-591(3), "Pulaski Creek Bridge Section", which we desire to have included in the Federal-aid Rural Secondary Highway Program.

We request, concurrent with program approval, authorization to proceed with all phases of preliminary engineering at an estimated total cost of $23,500 with obligation of $18,350 in federal funds.

Copies of the State Clearinghouse and District 7 Clearinghouse A-95 review letters of approval were previously forwarded.

DRH:re

Encl.

cc: Alfred Shirley, Jr.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 25, 1976

PROJECT LOCATION (45 typewriter spaces) SR 42S, Pulaski Cr. Br. 2.9 km W. of Coquille	**ADT**	PRESENT 1600	FUTURE 2700	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 075

ITEM NO. 110

OPOSED WORK (35 typewriter y Engineering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS-	NUMBER 591	SEQ. NO. (3)	I. Projects Only POST MI.	DESIG.

FUNDS
Rural Secondary

EA

COUNTY NAME Coos
CODE

ROUTE NO. S
FEDERAL-AID 815
STATE 244
U.S. --

PROGRAM STAGE
☐ 1 OR ☒ XX 2

WORK TYPE	WORK STEP	TERMINI (Full description)	KM	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE			0.046	23,500	18,350	5,150		Preliminary Engineering all phases incl. P.E. by Utility forces. (Future construction of Pulaski Creek Br. and approaches) ROW-189-ft. normal; Access control-none; Parking restrictions-none.
ROW								
CONST (CODE)		"Pulaski Creek Bridge Section"						
RED BY DRH		PROJECT TOTALS	0.046	23,500	18,350	5,150		

AM APPROVAL DATES

REMARKS

-OVER-

MON‑ ‑LY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

May 25, 1976

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) SR 42S, Pulaski Cr. Br. 2.9 km W. of Coquille 21 65	**ADT**	PRESENT 1600	FUTURE 2700 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

STAT COD 4 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23 / NUMBER 591 7 / SEQ. N (3)

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Coos	CODE (14) (16)
	NAME OF URBAN AREA 17-31 ---	ROUTE NO. S / FEDERAL-AID 815 (32) / STATE 244 (35) (37)	U.S. -- (41)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	KM	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					**PE**			0.046	23,500	18,350	5,150		Prelim all ph by Uti
5					**ROW**								(Futu of Pu and a ROW-T Acces Parki none.
5					**CONST** (CODE)		"Pulaski Creek Bridge Section"						

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.046	23,500	18,350	5,150	
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24) (33)	REMARKS	

-OVE

PULASKI CREEK BRIDGE SECTION
PROJECT NO. RS-591(3)

Existing Facility: Pulaski Creek Bridge #1058 is a timber pile trestle with overall length of 150 feet and horizontal clearance of 24.5 feet, loading H-20.

Adjacent Sections: Roadway consists of 20-foot of bituminous surface with 2-foot of shoulders.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces as required for the future construction of Pulaski Creek Bridge and approaches.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on April 19, 1976.

IM 50-1-70 Requirements: State Clearinghouse and District 7 Clearinghouse A-95 review letters of approval dated April 27, 1976 and May 17, 1976 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - None required under Oregon Action Plan (Category 3 Project)
(b) Location/Design - - Not a factor in the development of this project.

Note: This project is in Congressional District No. 4.

8511 1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: Br. 1058 & 1059

May 14, 1976
Salem, Oregon

Walter Hart

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT:

Fat Elk & Pulaski R. Brs.
Coquille-Bandon Hwy.
Brs. 1059 and 1058
Replacement

The subject bridges are structurally deficient and should be replaced as soon as possible in order to eliminate expenditure of maintenance funds for repair work.

The structures are in tidal areas and will require Coast Guard permits prior to commencement of construction. Acquisition of these permits will require approximately six months after drawings become available. These drawings cannot be started until the vicinity map, et cetera, is received from the field.

In order to expedite a contract for construction of these structures, the field data should be received in the Salem office at the earliest possible date.

RWE/ag

RECEIVED
MAY 14 1976

8511

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: BR. 1059

May 13, 1976
Salem, Oregon

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Memorandum to the File

SUBJECT:

Fat Elk Creek Br.
Coquille-Bandon Hwy.
Bridge Permit

NOTED
E. S. HUNTE

The May 10, 1976 letter from Mr. B. E. Brown, District Engineer, states that the subject bridge is in a tidal area. Because of this Federal Regulations require that a Bridge Permit for the structure be obtained from the Coast Guard.

RWE/ag

cc E. S. Hunter
~~A. Shirley~~
B. E. Brown
L. L. Wallace
L. W. Rulien
J. H. Versteeg

:8511

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

April 29, 1976
Pulaski Creek Bridge
Coquille-Bandon Highway Rt. 42 S.
Coos County

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

G. L. Green, FHWA
~~F. B.~~ Klaboe
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
A. Shirley, Jr.
B. E. Brown
Aeronautics Division

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Pulaski Creek Bridge

DATE: 4/27/76

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
APR 30 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7604 2 150

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

NOTED
MARIE STEPHENS

Ben

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD
/ / /6

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

APR 23 1976

PNRS STATE REVIEW

Project #: 7604 2 150 Due Date: APR 23 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

(✓) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Division will apply for permits if needed from the Division of State Lands.

RECEIVED
APR 7 19[illegible]
DIVISION OF STATE LANDS

Agency Lands By Jan Haley

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator   Phone: 378-3732

[illegible] APR 23 1976

PNRS STATE REVIEW

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( ) We are interested but require more information to evaluate the proposal.

(x) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

We request that the district biologist (Ed Schwartz, 269-1200, Coos Bay) be contacted during the design stages if the preliminary engineering survey identifies a project.

Agency Fish & Wildlife   By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 4-22-76

8511

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 19, 1976

In reply refer to: 1041B.3

SUBJECT: Oregon Project RS-592(-)
Pulaski Creek Bridge
Coquille-Bandon Highway
Coos County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's March 29 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Engelmann)

RECEIVED
STATE HWY ENGR
APR 21 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy Schroeder

RECEIVED
APR 21 1976

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1

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 1, 1976

TO

Executive Department
Federal Aid Coordination Unit

Coos-Curry Council of
Governments
P.O. Box 647
1975 McPherson Street North
North Bend, Oregon 97459

FROM

George N. Hopkins
Project Development Engineer

SUBJECT

Notice of Intent for Federal-Aid Funds
District 7
Pulaski Creek Bridge
Coquille-Bandon Highway Rt. 42 S.
Coos County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be April 30, 1976.

Attachments

BLG:re

cc:
- G. L. Green, FHWA
- F. B. Klaboe
- F. E. Terpin
- J. B. Boyd
- R. E. Royer
- J. H. Versteeg
- G. N. Hopkins, County-City
- B. L. Gifford
- D. E. Swan
- A. Shirley, Jr.
- B. E. Brown
- Aeronautics Division

RECEIVED
STATE HWY ENGR
MAR 31 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 State Highway Division	46] DIVISION [79 Department of Transportation			
03	12] APPLICANT ADDRESS STREET [45 State Highway Building	46] CITY [60 Salem	76] ZIP [80 97310		
04	12] CONTACT PERSON [45 L. W. Rulien	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563	
01	12] PROJECT TITLE [71 Pulaski Creek Bridge District 7				
11	12] PROJECT LOCATION—CITY Coquille-Bandon Highway Ore. Rt. 42 S.	PROJECT LOCATION—COUNTY Coos	PROJECT LOCATION [79 SEC: -- T: 28S R: 13W		

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] This proposal is to conduct the necessary preliminary engineering [71

07 12] survey to identify a possible improvement project to be considered for future [71

08 12] construction. [71

09 12] The survey covers the replacement of the Pulaski Creek Bridge, M.P. 15.27. [71

10 12] The Bridge Approx. 46 meters. in length. [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
18,330	--	5,170	--	--	23,500

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71
Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45
U.S. Department of Transportation
46] FEDERAL SUB-AGENCY NAME [79
FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: April 1, 1976

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 April 43] DAY [44 30 45] YEAR [46 1976

Form PNRS-1 Page 1

ADDI ONAL INFORMATION—ALL AP ICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning and Construction

V. Has funding agency been notified? No ☐ Yes ☒ ~~Date~~: April 1, 1976

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

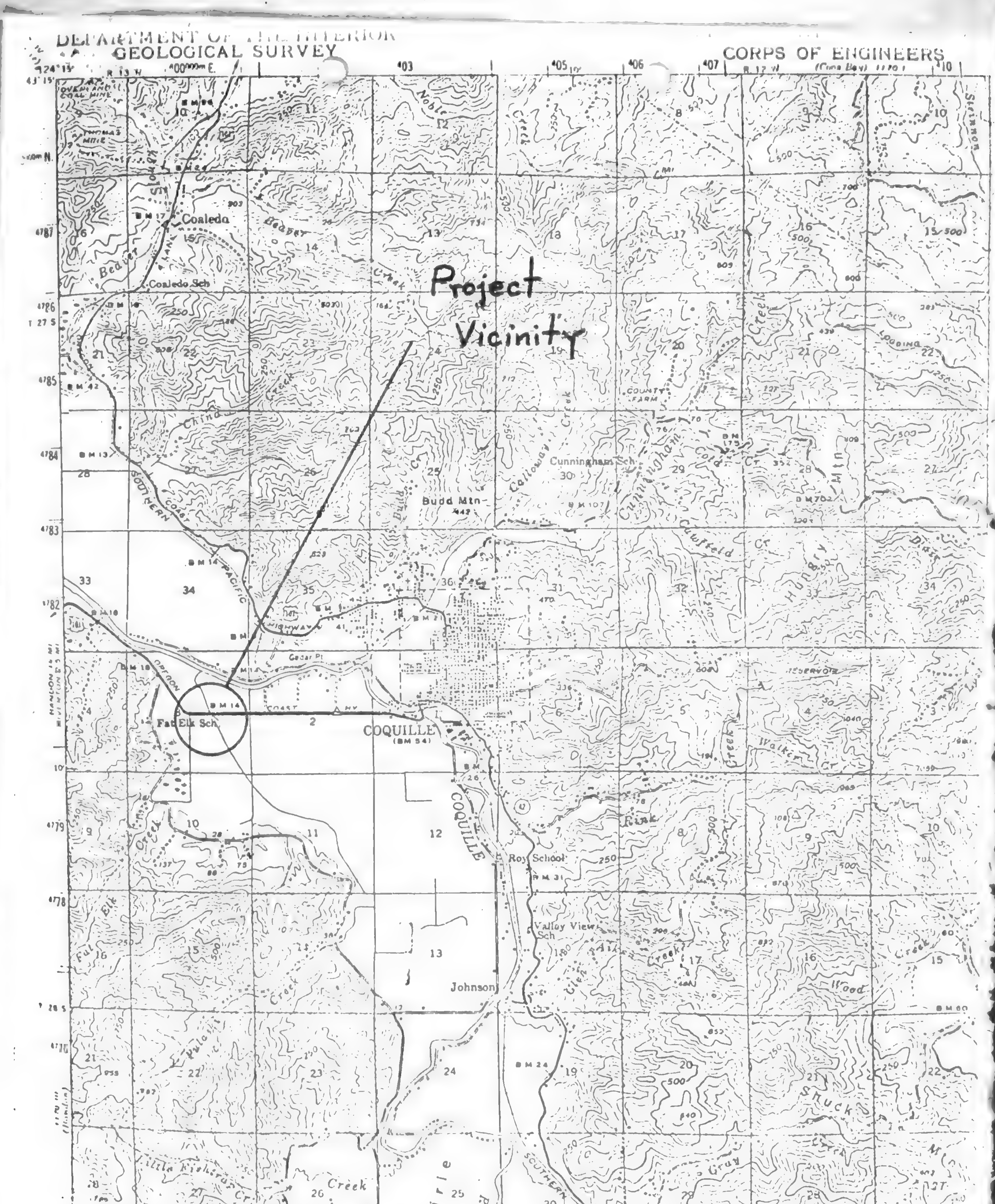
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 project of Non-major environmental impact under Oregon's Action Plan.

This survey is proposed by the State Highway Division and is intended to develop the preliminary engineering phase only through location and/or design.



Project Vicinity

8511

1859

OREGON STATE HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
H. S. COULTER

November 14, 1975

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Post Office Box 300
Salem OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

The Oregon Highway Division is embarking on the development of a metrication program. To implement this program we have selected three structure locations with associated approach earthwork and surfacing as follows:

Region 2: Millican Creek, Pacific Hwy West, MP 32.76
Ash Creek, Independence Hwy., MP 6.18

Region 3: Pulaski Creek, Coquille-Bandon Hwy., MP 15.27

We plan to develop these projects on the metric system from the initial field survey through the construction stage. The survey is scheduled to begin as soon as preliminary engineering monies are programed.

Very truly yours,

W.H. Tebeau
Assistant Location Engineer

WHW:jp
cc E.S. Hunter

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STATE HWY ENGR
NOV 14 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 81-734-3123

8511.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

November 13, 1975

FROM: W. H. Tebeau
Assistant Location Engineer

SUBJECT: Pulaski Creek Bridge
Coquille-Bandon Highway

TO: Alfred Shinkey, Jr.
Regional Engineer

NOTED
E. S. HUNTE

The above survey has been selected as a pilot project using the metric system from the initial field survey through the construction stage.

It is deemed desirable to acquire necessary field and office supplies with metric units rather than resort to conversion tables for the work. Chains, rods, tapes, scales, et cetera, may be ordered through the Salem storeroom with an anticipated one-month delivery time.

This office will furnish metrication criteria to you soon.

WHWH:mc

cc E. S. Hunter ✓
W. J. Hart

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STATE HWY ENGR
NOV 14 '75
FOR

8511 15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

November 10, 1975

FROM: Victor D. Wolfe
Location Engineer

SUBJECT:

TO: E. S. Hunter
Deputy State Highway Engineer

In keeping with our intent to implement the metric system, the following three projects have been selected for survey, design and construction

Region 2	Millican Creek	Pacific Hwy West – 8796
Region 2	Ash Creek	Independence Hwy – 9023
Region 3	Pulaski Creek	Coquille-Bandon Hwy

This will constitute Phase 1 of the Implementation Program with Phase 2 (PSE) and Phase 3 (construction) to follow. It is hoped that construction of these projects can be accomplished during the summer or early fall of 1976.

A copy of the implementation plan is attached.

Attach

WHT:mc

cc J. H. Versteeg
W. J. Hart
C. O. Fredrickson
Alfred Shirley, Jr.

[illegible] 11-12-75

OK EdH 11-12-75

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METRICATION

Suggested Implementation

Phase 1 - This will involve the development of two pilot projects using the metric system from the initial field survey (to begin in 1975) to the preliminary design stage. This phase is intended to acquaint the field engineering staff, technical and nontechnical, with the metric system. Implementation of the metric system in this manner will serve to indentify problems of its application to highway engineering and will permit the development of procedures which can be ultimately adopted statewide. Concurrently, a training program will be launched to orient Division personnel as a whole toward metrication. Such a program could entail seminars, formal classes, or workshops. The HRD office is aware of this training need.

Phase 2 - This phase will continue the development of the two pilot projects to final design and development of the plans and specifications on the metric system. This will identify problems of its application to this aspect of highway engineering and to resolve any difficulties encountered. Standard procedures will be developed for uniformity in application of the system. During this phase, an orientation program can be developed to assist contractors in making the transition to the metric system.

Phase 3 - This phase will entail the construction of the two pilot projects. All measurements will be in the metric system and will include staking, inspection, layout, testing, and documentation normally accomplished during construction. Before bids are received, a workshop will be conducted by the Division staff to acquaint prospective bidders with the change to the metric system.

Phase 4 - This phase will acquaint highway users with the metric system. This will consist of the placement of dual markers and signing (in miles and kilometers) at specified locations along state highways. Direct conversions will be shown, such as "100 miles to A", "161 kilometers to A" or "62 miles to B", 100 kilometers to B". The motorist should be able to relate to the metric system by use of the dual signing.

Phase 5 - This will be the distribution of metric information which will give a historical account of the system, benefits, simple conversions for basic measurements, and relationship between the metric system and the present system. Road maps can be prepared showing distances between major points in both systems of units.

Phase 6 - This phase will involve the implementation of a public reaction survey to determine the public's attitudes and reactions from their exposure to the metric signing along highways and the metric information made available to them. The results will be evaluated and used as resouce data for any changes that may be necessary.

Tentative SI Units (Metric) for Project Design

A. Horizontal Alignment (Basic Unit--The Meter)

1. Stationing: Define station as a 100-meter length. (This parallels the same concept in use for the English system.) For example: 103+41.65 would represent a distance of 10,341.65 meters from the beginning point. Standard types are available in 20-meter (65.62 feet) lengths for five tape lengths per station. Use basic chaining distance of 20 meters with discretion for use of other distances based upon curvature, topography, et cetera.
2. Angles: No change in present usage of degrees, minutes, and seconds. Concept of the 360-degree circle will be retained. Bearings and azimuths will retain their identity.
3. Circular Curves: Use Arc Definition for degree of curve which is the angle subtending an arc of 100 meters. Thus concepts and curvalinear relationships now in use will be retained.
4. Spiral Curves: Values in the spiral tables are based upon ratios and no change is necessary. Tables may have to be expanded to cover spiral lengths that will be used. Typically, these lengths would range from 100 to 300 meters.

B. Vertical Alignment (Basic Unit--The Meter)

1. Gradients: Rates of grade will remain as percentage values.

2. Vertical Curves: Lengths will range from 20 to 500 meters in multiples of 20-meter foot intervals. No change in computational procedures.

3. Leveling: Elevations are to be shown in meters and decimals of meters.

C. Cross Sections & Earthwork (Basic Unit--The Meter)

1. Cross sections: Plotted to a scale of 1:100 (relative) both horizontally and vertically. This is similar to the 1"=10' (1:120) now in use.

2. Earthwork: Unit would be the cubic meter.

D. Profiles (Basic Unit--The Meter)

1. Rural Profiles: Scale - 1:1000 horizontal (1"=$83.3\overline{333}$) and 1:100 vertical (1"=$8.3\overline{333}$).

2. Urban Profiles: Scale - 1:500 horizontal (1"=$41.6\overline{666}$) and 1:50 vertical (1"=$4.16\overline{66}$).

E. Detail Maps (Basic Unit--The Meter)

The following tabulation gives present scales and contour intervals and the corresponding metric scales and contour intervals to be used:

Present System		Metric System	
1" = 50'	2' c.i.	1:500	1 meter c.i.
1" = 100'	5' c.i.	1:1000	2 meter c.i.
1" = 200'	10' c.i.	1:2000	3 meter c.i.
1" = 400'	20' c.i.	1:5000	5 meter c.i.

F. Precision of Measurement

1. Horizontal and vertical control in surveying - measurements to 0.01 meter. Topographical conditions may require measurements of a greater precision (0.001 meter).
2. Dimensions of roadway element - measurement to nearest even tenth of meter.
3. Drainage elements - 0.01 meter in most cases; 0.001 meter where drainage gradients are critical.
4. Structural design and other fields of the building trades will use the centimeter and millimeter units in dimensioning and sizing of structural elements.
5. In general, the same relative errors of closure for traverses now in use will be continued.

G. Design Speed (Basic Unit--Kilometers/hour)

MPH x 1.609	= KPH	(rounded)
40	64.36	(65)
50	80.45	(80)
60	96.54	(95)
70	112.63	(110)

H. Lane & Shoulder Widths (Basic Unit--The Meter)

Lanes	Shoulders
12' (3.6 meters)	10' (3.0 meters)
11' (3.4 meters)	8' (2.4 meters)
10' (3.0 meters)	6' (1.8 meters)
	4' (1.2 meters)

Multiply lane width in feet by 0.3048 and round to nearest even tenth for width in meters.

I. Roadway Template

Pavement and shoulder slopes, ditch slopes, cut and fill slopes, et cetera, will remain the same.

J. Right of Way Maps

Right of way maps will use the scale ratio same as the other mapping. Dimensions will be shown in both dimensions.

K. Units

The basic unit is the meter. All dimensions will be shown with two digits following the decimal point. Area and cubic units by computation will be recorded with two digits following the decimal point.

8511

15

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 8, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Attention Mr. H. A. Schell, Jr.

Dear Mr. Green:

Special Bridge Replacement Program

The following is a summary status report of the top 20 bridges on the State's Special Bridge Replacement List. Six structures have been added to this list of 20. These are the structures for which revised ratings have been submitted and which are anticipated to have low sufficiency ratings.

Item No.	Bridge No.	Bridge Name	Sufficiency Rating	Estimate
1	9069	Second St., LaGrande	22.0	

City of LaGrande project. Preliminary design completed by Oregon Bridge Engineering Co. No work on final design pending decision on financing by the City and approval of participation by the Union Pacific Railroad. The existing Second St. overcrossing cannot be closed until the now-under-construction LaGrande Undercrossing is completed.

2	18T01	Cosine Cr. in McMinnville	23.7	$ 360,000

This crossing on Davis St. is under study by the City. Proposed replacement is with a culvert and embankment. Funding was to be the subject of a special city bond issue.

RECEIVED
[illegible] 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

<table>
<tr><th>Item No.</th><th>Bridge No.</th><th>Bridge Name</th><th>Sufficiency Rating</th><th>Estimate</th></tr>
<tr><td>3.</td><td>32C11</td><td>Bear Cr., Wallowa County</td><td>36.3</td><td>$ 150,000</td></tr>
<tr><td colspan="5"><i>Presently programed for replacement as an FASC project. Scheduled for contracting 6-19-75.</i></td></tr>
<tr><td>4.</td><td>12935</td><td>Thomas Creek Br., Linn Co.</td><td>42.1</td><td>200,000</td></tr>
<tr><td colspan="5"><i>No survey for replacement to date.</i></td></tr>
<tr><td>5.</td><td>6070</td><td>Oswego Lake Outlet,
City of Lake Oswego</td><td>43.1</td><td>350,000</td></tr>
<tr><td colspan="5"><i>Preliminary plans have been approved by the City. The State is preparing final plans for the City. The City anticipates having their share of financing available after July 1, 1975 for replacement under the SBR fund if such funds become available.</i></td></tr>
<tr><td>6.</td><td>574</td><td>Nehalem River Bridge
Highway 9</td><td>44.0</td><td>1,600,000</td></tr>
<tr><td colspan="5"><i>No survey for replacement to date.</i></td></tr>
<tr><td>7.</td><td>583</td><td>Willamette River Bridge
at Harrisburg</td><td>48.1</td><td>1,438,532</td></tr>
<tr><td colspan="5"><i>Unobligated 1975 and 1976 SBR funds have been applied to reconstruction of approaches now under contract.</i></td></tr>
<tr><td>8.</td><td>1000</td><td>Snake River Bridge
Idaho Ave. in Ontario</td><td>48.3</td><td>2,000,000</td></tr>
<tr><td colspan="5"><i>Design is 15% complete. No active design at this time. Scheduling is dependent upon release of additional SBR funds and Idaho's ability to finance their share.</i></td></tr>
<tr><td>9.</td><td>13089</td><td>Beaverton Creek</td><td>49.2</td><td>105,000</td></tr>
<tr><td colspan="5"><i>No survey to date.</i></td></tr>
</table>

<table>
<tr><th>Item No.</th><th>Bridge No.</th><th>Bridge Name</th><th>Sufficiency Rating</th><th>Estimate</th></tr>
<tr><td>10.</td><td>1C117</td><td>Powder River Bridge</td><td>51.2</td><td>$ 100,000</td></tr>
<tr><td colspan="5"><i>No survey to date.</i></td></tr>
<tr><td>11.</td><td>662</td><td>Rock Creek Bridge</td><td>51.9</td><td>360,000</td></tr>
<tr><td colspan="5"><i>Replacement proposed—a super span arch. Scheduled for third quater 1975.</i></td></tr>
<tr><td>12.</td><td>7C11</td><td>Crooked River Bridge at Lone Pine</td><td>52.4</td><td>280,000</td></tr>
<tr><td colspan="5"><i>No survey to date.</i></td></tr>
<tr><td>13.</td><td>200</td><td>Hood River Bridge at Hood River</td><td>52.7</td><td>605,000</td></tr>
<tr><td colspan="5"><i>Old survey would require re-evaluation. No active work at this time.</i></td></tr>
<tr><td>14.</td><td>7C12</td><td>Crooked River-Elliott Rd.Br.</td><td>53.1</td><td>165,000</td></tr>
<tr><td colspan="5"><i>No survey.</i></td></tr>
<tr><td>15.</td><td>598</td><td>Coquille River at Coquille</td><td>53.7</td><td>1,625,000</td></tr>
<tr><td colspan="5"><i>Major relocation. No work at this time.</i></td></tr>
<tr><td>16.</td><td>2058</td><td>Santiam River at Mill City</td><td>53.9</td><td></td></tr>
<tr><td colspan="5"><i>Sufficiency rating being reviewed. Existing bridge may not warrant present rating. No replacement being planned.</i></td></tr>
<tr><td>17.</td><td>2728</td><td>Willamette River-Van Buren St., Corvallis</td><td>54.6</td><td>3,100,000</td></tr>
<tr><td colspan="5"><i>Survey completed. Preliminary structural design complete. Public hearing and EIS required. No active design work at this time.</i></td></tr>
</table>

Item No.	Bridge No.	Bridge Name	Sufficiency Rating	Estimate
18.	1731	Malheur River Bridge	56.8	$ 700,000
Plans are 90% complete. Scheduled for third quarter 1975.				
19.	1803B	Millican Creek Bridge	57.0	265,000
No survey to date.				
20.	1251	Ritner Creek Bridge	57.4	520,000
Plans 90% complete. Scheduled for 6-19-75.				
		Yachats River Bridge		600,000
Plans 80% complete. Scheduling contingent upon availability of SBR funds.				
		Chehalem Creek Bridge		2,650,000
Plans 70% complete. Scheduled for 6-19-75.				
		P~~o~~ulaski Creek Bridge		
No survey to date.				
		Williamson River Bridge		
No survey to date.				
	4821A	Grande Ronde River Bridge at Island City		700,000
Plans are complete. Scheduling contingent upon availability of SBR funds.				

If there is unrestricted release of Special Bridge Replacement funds, the State would be able to contract between June and September of 1975 the

Mr. Glen Green
-5-
April 8, 1975

bridges listed under Items 3, 5, 11, 18 and 20, plus the Yachats River Bridge, the Chehalem Creek Bridge, and the Grande Ronde-Island City Bridge.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

WJH:dh

cc E. S. Hunter
H. S. Coulter
L. W. Rulien
John H. Wood

8511

OREGON STATE
HIGHWAY DIVISION

P.O. BOX 30 • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

April 7, 1975

Glen L. Green, Division Engineer
Federal HIghway Administration
447 Cottage Street N.E.
Salem, Oregon 97301

Re: Special Bridge Replacement Program

Dear Mr. Green:

Enclosed are Structural Inventory and Appraisal Sheets and computer cards for five bridges that deserve replacement consideration under the Special Bridge Replacement Program.

A recent review of our inspection reports and load ratings indicated that three bridges currently on file need updating to more accurately reflect the condition of the structures. These three structures are:

Bridge No. 2054, Chehalem Creek, Hwy. 1W
Bridge No. 662, Rock Creek, Hwy. 157
Bridge No. 1173, Yachats River, Hwy. 9

The review also indicated that the following two structures should be added to those currently on file:

Bridge No. 1058, Pulaski Creek, Hwy. 244
Bridge No. 5478, Williamson River, Hwy. 427

Please send these applications to your Washington office so that the new data may be incorporated in our priority bridge list.

Very truly yours,

H. S. Coulter
Asst. State Hwy. Engineer

JWW:jes
Enclosures

8512 Umpqua River (Scottsburg) 1977
Br. on Umpqua Hwy.
(Painting)

8512

8

October 31, 1977

Fireman's Fund Insurance Co.
121 S.W. Salmon, Suite 900
Portland, OR 97204

Attention: Fidelity & Surety Department

Gentlemen:

On October 25, 1977, we wrote to you concerning release of final payment on Contract No. 8512 awarded to Interstate Coatings, Inc. for painting on the Umpqua River (Scottsburg) Bridge on the Umpqua Highway in Douglas County.

Final payment on this contract is $500 and the total contract amount is $140,237.12. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Interstate Coatings, Inc.
P. O. Box 68888
Seattle, WA 98188

Fireman's Fund Insurance Co.
1000 Plaza 600
Seattle, WA 98101

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: October 21, 1977

FROM: R D Church for
C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 8512, Work Completed 9-16-77

Project Umpqua River (Scottsburg) Bridge

Highway Umpqua

Count(y)(~~ies~~) Douglas

Type of Work Painting

Contractor Interstate Coatings, Inc.

Recommended Acceptance Date 10-24-77

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:pln

cc: Walt Hart
R. D. Church

RECEIVED
STATE HWY ENGR
OCT 24 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

K

APPROVED
T Keasey
Acting STATE HIGHWAY ENGINEER
Date 10-24-77

10-25-77
[illegible]

81-125-1387

8512 9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Umpqua River (Scottsburg) Bridge

WEEK ENDING: September 24, 1977

SECTION PREFIX: 10-4220

HIGHWAY: Umpqua

COUNTY: Douglas

NAME OF JOB: Umpqua River (Scottsburg) Bridge

KIND OF WORK: Painting

CONTRACTOR: Interstate Caotings, Inc.

CONTRACT NUMBER: 8512

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 2, 1977

DATE WORK STARTED: June 17, 1977

ESTIMATED COMPLETION DATE: Sept ~~XX~~ 18, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 100

WORK DAYS USED: 65

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 65

PROJECT AUTHORIZATION: $ 147,243.55

EXCLUSIVE OF ENGINEERING: $ 135,567.85

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 140,237.12

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 3.2 %

ENGINEERING AUTHORIZATION: $ 11,657.70

this week 200.00

ENGINEERING COST TO DATE: $ 97800.00

PERCENT OF AUTHORIZATION: 83 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK: none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1318						
PERCENT	100%						

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	18	XXXXX Rain	0		
MONDAY	19	Cloudym	0		
TUESDAY	20	Cloudy	0		
WEDNESDAY	21	Cloudy	0		
THURSDAY	22	Partly Cloudy	0		
FRIDAY	23	Cloudy	0		
SATURDAY	24		0		

BEN GIFFORD

Routing
RECEIVED
SEP 29 1977
CONSTRUCTION SECTION

Keasey
Bond
Jackmon
Hopkins
Johnsen
Inloes
Richards
Glenn
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 18	No activity all week.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS OF PROJECT

Project completed September, 16, 1977. Semi-final data to be submitted September 29, 1977.

Final Report.

SIGNED ______ LOCATION Roseburg
for C.H. Duvall, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP·F216

1512 1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 11, 1976

JHWood

FROM: John H. Wood,
Bridge Maintenance Engineer

SUBJECT: Umpqua River (Scottsburg) Br.
Hwy. #45, M.P. 16.43, Br. #1318
Bridge Painting Specifications

TO: Memo To File

Jack Davis, Bridge Design Section, and myself met the bridge crew at the bridge Monday morning, 8-9-76. Also present was Duane Kirby, Region 3 Bridge Inspector.

We picked 3 or 4 spots at random and sand blasted to various depths, from a sweep blast to white metal, with #16 sand.

The existing paint appears to consist of 4 layers - green - orange - black - orange. There is still some mill scale present. There are quite a few inside rivet heads rusting on the lacing. The floor system under the deck appears to be in pretty good shape and could last a few more years without repainting. The bridge was last painted in 1961.

There is not much bond between the outer layer of orange and the layer of black. Although the top coat seems sound, except for the rust spots, this outer layer of orange is easily separated from the black at transition areas from white metal to undisturbed paint. Water pressure cleaning or sweep blasting, combined with reaction of the new paint at feathered areas may tend to further loosen these layers.

The top lateral bracing and end portals are to be remodeled to furnish additional vertical clearance. The evidence of high load hits to substantiate the need for this remodeling is plentiful.

I recommend that the specifications call for a complete commercial blast for the members above deck, the bottom chord, the bearing assemblies, and the floorbeams to the exterior face of the outer stringers.

JHW:hc

cc: R. L. Schroeder
W. J. Hart
Jim Gix
Jack McCormick
Duane Kirby

RECEIVED
AUG 12 1976

MAINTENANCE ENGINEER
RECEIVED
AUG 11 1976

☐ ME	☐ AME	☐ AME	☐ OE	☐ AG
☐ BME	☐ SME	☐ AA	☐ FILE	☐ TA

NOTED
R. L. SCHROEDER

8512 73

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442-5864

3271
Serial 358
18 JUN 1976

Oregon State Highway Division
Attention: E. S. Hunter
Deputy State Highway Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

Your letter of 11 June 1976 concerning impaired clearance for maintenance painting of the Umpqua River bridge at Scottsburg has been received.

Your request to use falsework to accomplish the work is approved as you requested. Notice of the work will be disseminated in our local Notice to Mariners. Please advise when the work is complete.

The maintenance work you describe requires consideration under the Federal Water Pollution Control Act. Bridge maintenance projects in Oregon are conducted under guidelines imposed by Oregon Department of Environmental Quality. They normally include provisions to:

a. Handle falling material resulting from either cleaning of the structure or painting of the structure.

b. Handle and dispose of fall material coming to rest on the deck or sidewalk of the structure.

c. Dispose of liquid waste resulting from cleaning of vehicles and cleaning of tools, and

d. Having a Resident Engineer . . . have change of operations involving environmental concerns and be designated the authority to cease operations if problems develop.

You should contact their office in Salem. Compliance with Oregon State guidelines should leave no grounds for prosecution under the criminal provisions of 33 U.S.C. 407 (Refuse Act).

Your early request is appreciated.

Sincerely,

R. C. Walton
R. C. WALTON
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

RECEIVED
STATE HWY ENGR
JUN 21 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

E. S. HUNTER
cc Hart
Kersting
Renpin
Potter
6 22 76

8445

June 11, 1976

Commander
Aids to Navigation Branch
13th Coast Guard District
U. S. Coast Guard
Federal Building
915 Second Avenue
Seattle, Washington 98174

Dear Sir:

Maintenance Painting, Impaired Clearance
Umpqua River Bridge at Scottsburg
Umpqua Highway, Douglas County
Bridge No. 1318

A Bridge Permit dated May 5, 1928, authorized construction of the subject structure. This is a steel bridge which requires periodic maintenance painting. It is our intention to award a contract for such painting about August 1, 1976. This work should be completed by October 31, 1977.

In order to accomplish the work on the navigation span, it will be necessary to install staging which will decrease the vertical clearance below the steel span by a maximum of five feet. This encroachment will be limited to one-half of the navigation span at any time. The staging will be marked at the quarter points with red lights at night and by Coast Guard approved high visibility markers by day.

It is our understanding that this routine maintenance painting can be done under the existing bridge permit and that application for an additional permit is not required.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
R. L. Schroeder
D. H. Moehring
Walt Hart
Alfred Shirley

PAA:dh ja

8513 Frenchglen Hwy.-Diamond Main. 1977
Station Sec. of FAS B472
(Oiling)

C&A 5874 11-22-76

8513

P

September 11, 1979

Mr. Joseph Milas
County Roadmaster
Courthouse
Burns, Oregon 97720

SUBJECT: Frenchglen Hwy.- Diamond Maintenance Sta. Sec.
FAS B472
Harney County
Project No. RS472(1)

Dear Mr. Milas:

We sent you the final billing for this project in the amount of $416.62. Then, because of misunderstanding a telephone call, your office reduced the billing to $412.12. The $416.62 billing is correct, so would you please send the additional $4.50. We discussed this matter with you when you were in Salem for a county meeting at the Local Government Building.

A copy of both your transmittal letter and the final billing are enclosed for your reference.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

HR:pf
Attachment

cc: Roger Lang
Jim Kinns

9-13-79

This letter should not have been sent. Error was made in computation. $\$412^{\underline{12}}$ is correct amount. Notified Edith Drips of Harney Co. that our files are complete & to ignore this letter.

GEZ.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 11, 1979

In Reply Refer to
File No.

3513

Mr. Joseph Miles
County Roadmaster
Courthouse
Burns, Oregon 97720

SUBJECT: Frenchglen Hwy.- Diamond Maintenance Sta. Sec.
FAS B472
Harney County
Project No. RS472(1)

Dear Mr. Miles:

We sent you the final billing for this project in the amount of $416.62. Then, because of misunderstanding a telephone call, your office reduced the billing to $412.12. The $416.62 billing is correct, so would you please send the additional $4.50. We discussed this matter with you when you were in Salem for a county meeting at the Local Government Building.

A copy of both your transmittal letter and the final billing are enclosed for your reference.

Very truly yours,

D. E. Swan
Operation Programming Engineer

HR:pf
Attachment

cc: Roger Lang
Jim Kinns

12-13-79

Memo in our files notes a telephone call on 9-13-79 from Gary Zehner advising to 'disregard the above letter -- the amount paid of $412.12 was correct and the account is considered closed.' We now receive another copy of Invoice No. 127010 with the notation "Please Remit". The copy of Itemized Statement of Final Costs indicates where the discrepancy occurred - Construction Costs have been totaled $294,443.58 should be $294,434.58 (if the figures of Federal Participartion are correct) May we please hear from you regarding this account.

Harney County Road Department

N

REGON STATE
GHWAY DIVISION
734-1150

HIGHWAY DIVISION INVOICE

NO. 127010

	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7/5/79	CC 2002		513-1058-297

HARNEYC

Harney County Court
Courthouse
Burns, OR 97720
Attn: Joseph R. Miles-Co. Road Supervisor

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: For the Frenchglen Hwy. - Diamond Maintenance Station FAS B472, RS-472(1)			
County share of construction costs			32,216.62
County Advance Deposit			31,800.00
Amount still due state			$416.62
Payment recd		8-21-79	412.12
		Balance	4.50
(Notified Harry Zeiner)			

PLEASE
REMIT
Rec'd 12-11-79
H. Co. Rd Supt.

Please cancel the billing
for the 4^{50}. an error was
made in the itemize
statement.
Harold Reynoldson

Reference: Billing Form CC 2002

OREGON STATE HIGHWAY DIVISION

FORM 01-734-1150

HIGHWAY DIVISION INVOICE

NO. 127010

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7/5/79	CC 2002		513-1058-297

HARNEYC

Harney County Court
Courthouse
Burns, OR 97720
Attn: Joseph R. Miles-Co. Road Supervisor

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: For the Frenchglen Hwy. - Diamond Maintenance Station FAS B472, RS-472(1)			
County share of construction costs			32,216.62
County Advance Deposit			31,800.00
Amount still due state			$416.62
Payment rec'd		8-21-79	412.12
		Balance	4.50
(Notified Harry Zerner)			

PIF
REL
Rec'd 12-11-79
[illegible]

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 6/21/79

County Harney **Contract No.** 8513 **Date Completed** 9/20/77

FAS B472 (formerly 456) **Section** French Glen Hwy.-Diamond Maintenance Station

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor	(Fed. Participation)	$276,331.50
Liquidated Damages	(Fed. Participation)	- 2,178.00
Engineering	(Fed. Participation)	20,274.76
Equal Opportunity	(Fed. Participation)	6.32
CONSTRUCTION COSTS		$294,443.58
	should be	294,434.58
Engineering		$ 160.68
Interest Paid to Contractor		45.69
Liquidated Damages		- 22.00
TOTAL CONSTRUCTION COSTS		$ 184.37
Amount collected from FHWA		$230,218.40

County's Share of Construction Costs as follows:

1/2 ($294,443.58 - $230,218.40 + $160.68) + $23.69 =	32,212.12 ~~$ 32,216.62~~
County's Share of Construction Costs	$ 32,216.62
County's Advance Deposit	31,800.00
AMOUNT STILL DUE STATE	$ 416.62 412.12

Reference: Billing Form CC 2002

County Court *for* Harney County
P.O. Box 1147
BURNS, OREGON 97720

August 17, 1979

Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

Gentlemen:

Enclosed is our check in the amount of $412.12 representing payment of your Invoice No. 127010 for final billing for the project Frenchglen Highway - Diamond Maintenance Station FAS B472,RS-472(1). This revised amount is in accordance with telephone advice from your office.

Sincerely,

Joseph R. Miles
ed

Joseph R. Miles
Harney County Road Supervisor

/ed

Enclosure

OREGON STATE HIGHWAY DIVISION

FORM 81-734-1180

HIGHWAY DIVISION INVOICE

NO. 127010

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7/5/79	CC 2002		513-1058-297

HARNEYC

Harney County Court
Courthouse
Burns, OR 97720
Attn: Joseph R. Miles-Co. Road Supervisor

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: For the Frenchglen Hwy. - Diamond Maintenance Station FAS B472, RS-472(1)			
County share of construction costs			32,212.12 ~~32,216.62~~
County Advance Deposit			31,800.00
Amount still due state			~~$416.62~~ 412.12

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/21/79	CC 2002		513 - 1058

BILL TO: Code:

Harney County Court
Courthouse
Burns, Oregon 97720
Attn: Mr. Joseph R. Miles-Co. Road Supervisor

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: For the Frenchglen Hwy.- Diamond Maintenance Station FAS B472 RS-472(1)			
County share of construction costs			212.12 $32,~~216.62~~
County Advance Deposit			31,800.00
AMOUNT STILL DUE STATE			$ 4~~16.62~~ 12.12
(Please send copy of itemized statement with billing)			

Advance Deposit Amount	20,200.00 $ 11,600.00
Advance Deposit Previously Transferred to Highway Fund	$ 24,800.00
Balance	$ 7,000.00
Transfer to Highway Fund	$ 7,000.00
Refund Due	$ - 0 -
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	AD 280 AD 280A CC 1732

Amount Due $ 412.12 ~~416.62~~

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

D. L. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 6/21/79

County Harney **Contract No.** 8513 **Date Completed** 9/20/77

B472
FAS (formerly 456) **Section** French Glen Hwy.-Diamond Maintenance Station

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor	(Fed. Participation)	$276,331.50 ✓
Liquidated Damages	(Fed. Participation)	- 2,178.00 ✓
Engineering	(Fed. Participation)	20,274.76 ✓
Equal Opportunity	(Fed. Participation)	6.32 ✓
CONSTRUCTION COSTS		~~$294,443.58~~ 294,434.58
Engineering		$ 160.68 ✓
Interest Paid to Contractor		45.69 ✓
Liquidated Damages		- 22.00 ✓
~~TOTAL~~ CONSTRUCTION COSTS	(Non participating)	$ 184.37 ✓
Amount collected from FHWA (78.19%)		$230,218.40 ✓

County's Share of Construction Costs as follows:

1/2 ($~~294,443.58~~ 294,434.58 - $230,218.40 + $160.68) + $23.69 =	$ ~~32,216.62~~ 32,212.12
County's Share of Construction Costs	$ 32,216.62
County's Advance Deposit	31,800.00
AMOUNT STILL DUE STATE	$ ~~416.62~~ 412.12

Reference: Billing Form CC 2002

8513 9

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 7-26

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

7-10-78

m Approved; O M B No. 04-R2089

State Oregon

County Harney

Project Number RS-B 472(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 16, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 293,402.00	$ 298,900.00
Federal funds	$ 229,440.00	$ 233,730.00
Other revisions		

This modification is made for the following reasons:

Increase in contract bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of July, 19 78.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E G Hunter

Technical Services Engineer
(Title)

By for: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Gen. File

Oregon State Highway Division
Salem, Oregon June 22, 1978

Federal Aid Project
No. RS-B 472(1)

Frenchglen Highway-Diamond Maint. Sta. Section
FAS B 472 (Old Diamond Highway)
Harney County

Revised Project Agreement Estimate

Type Code 5231			
Roadway (Sta. 0+00 to Sta. 361+00)			
Subtotal on Previous Estimate June 1, 1977			$254,540.00
Previous Estimate			
Aggregates in Asphalt Macadam	4,325 Cu. Yd.	12.00	$ 51,900.00
Revised Estimate			
Aggregates in Asphalt Macadam	5,821 Cu. Yd.	12.00	$ 69,852.00
		Increase	$ 17,952.00
		Subtotal	$272,492.00
		Engineering	26,408.00
		Total	$298,900.00

Length of Roadway. . . . . .6.837 miles
Cost of Roadway Per Mile $43,718.00

Summary of Funds	
Federal	$233,730.00
State	32,585.00
County	32,585.00
Total	$298,900.00

Group 1 - 100%
Contract - 8513
Prefix 513-1058
514-1990

8513

STATE COPY 8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-68		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 6-8-77	County Harney
MODIFICATION NUMBER 1		Project Number RS-B472(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on May 16, 19 77,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 293,402.	$ 293,402.
Federal funds	$ 251,736.	$ 229,440.
Other revisions		

This modification is made for the following reasons:

To decrease federal aid pro rate to 78.2% per county request

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of June, 19 77.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
for: G. L. Green

Oregon State Highway Division
Salem, Oregon, June 1, 1977

Federal Aid Project
No. RS-B 472(1)

FRENCHGLEN HIGHWAY - DIAMOND MAINT. STA. SECTION
FAS B 472 (OLD DIAMOND HIGHWAY)
HARNEY COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 4,500.00

Type Code 5231
Roadway (Sta. 0+00 to Sta. 361+00)

Mobilization	All Required		$ 20,000.00
Temporary Protection and Direction of Traffic	All Required		5,000.00
Temporary Signs	200 Sq. Ft.	5.00	1,000.00
Flagmen	480 Hr.	16.00	7,680.00
Pilot Car	120 Hr.	20.00	2,400.00
Watering	380 M-gal	8.00	3,040.00
3/4"-0 Aggregate Base	15,150 Ton	6.00	90,900.00
Aggregate in Asphalt Macadam	4,325 Cu. Yd.	12.00	51,900.00
AR-2000 Asphalt in Asphalt Macadam	325 Ton	120.00	39,000.00
Asphalt in Seal Coat	90 Ton	120.00	10,800.00
3/4"-0 Aggregate in Prime Coat	660 Cu. Yd.	12.00	7,920.00
MC-250 Asphalt in Prime Coat	120 Ton	120.00	14,400.00
	TOTAL		$254,040.00

Anticipated Items

Temporary Erosion Control	All Required		$ 500.00
	Subtotal		$254,540.00
	Engineering		34,362.00
	TOTAL		$288,902.00

Length of Roadway - - - - - - - - - - - - 6,837 miles
Cost of Roadway Per Mile $42,255.67

SUMMARY OF FUNDS (78.2)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 4,500.00	$ 3,519.00	$ 981.00	$ --
Roadway	288,902.00	225,921.00	31,490.00	31,491.00
TOTAL	$293,402.00	$229,440.00	$32,471.00	$31,491.00

Group 1-100%
Contract No. 8513
Prefix 513-1058
514-1990

8513

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-100	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-16-77	State Oregon County Harney Project No. RS-B 472(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Frenchglen Highway - Diamond Maint. Sta.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-14-76	6.837
RIGHTS-OF-WAY		
CONSTRUCTION	2-14-76	6.837

OTHER *(Specify)*

FUNDS Pro Rata 85.80%

ESTIMATED TOTAL COST OF PROJECT $ 293,402.00	FEDERAL FUNDS $ 251,736.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By ES Hunter
Deputy State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 10, 1977

Federal Aid Project
No. RS-B 472(1)

FRENCHGLEN HIGHWAY - DIAMOND MAINT. STA. SECTION
FAS B 472 (OLD DIAMOND HIGHWAY)
HARNEY COUNTY

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 4,500.00

Type Code 5231
Roadway (Sta. 0+00 to Sta. 361+00)

Mobilization	All Required		$ 20,000.00
Temporary Protection and Direction of Traffic	All Required		5,000.00
Temporary Signs	200 Sq.Ft.	5.00	1,000.00
Flagmen	480 Hr.	16.00	7,680.00
Pilot Car	120 Hr.	20.00	2,400.00
Watering	380 M-gal	8.00	3,040.00
3/4"-0 Aggregate Base	15,150 Ton	6.00	90,900.00
Aggregate in Asphalt Macadam	4,325 Cu.Yd.	12.00	51,900.00
AR-2000 Asphalt in Asphalt Macadam	325 Ton	120.00	39,000.00
Asphalt in Seal Coat	90 Ton	120.00	10,800.00
3/4"-0 Aggregate in Prime Coat	660 Cu.Yd.	12.00	7,920.00
MC-250 Asphalt in Prime Coat	120 Ton	120.00	14,400.00
	TOTAL		$254,040.00

Anticipated Items

Temporary Erosion Control	All Required		$ 500.00
	Subtotal		$254,540.00
	Engineering		34,362.00
	TOTAL		$288,902.00

Length of Roadway - - - - - - - - - - - - 6.837 miles
Cost of Roadway Per Mile $42,255.67

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 4,500.00	$ 3,860.00	$ 640.00	$ --
Roadway	288,902.00	247,876.00	20,513.00	20,513.00
TOTAL	$293,402.00	$251,736.00	$21,153.00	$20,513.00

Group 1-100%
Contract No. 8513
Prefix 513-1058
513-1990

8513

February 3, 1978

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On February 2, 1978, we wrote to you concerning release of final payment on Contract No. 8513 awarded to R. L. Coats for oiling on the Frenchglen Highway-Diamond Maintenance Station Section of FAS B472 in Harney County.

Final payment on this contract is $13,706.58 and the total contract amount is $274,131.50. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc R. L. Coats
B. B. Newport Ave.
Bend, OR 97701

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8513

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FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Frenchglen Highway - Diamond Maint. Sta.		WEEK ENDING 12-24-77
		SECTION PREFIX 513-1058
HIGHWAY FAS B472		COUNTY Harney
NAME OF JOB Frenchglen Highway - Diamond Maint, Sta.	KIND OF WORK Oiling	
CONTRACTOR R. L. Coats	CONTRACT NUMBER 8513	FEDERAL AID PROJECT NUMBER RS-B472(1)
DATE OF CONTRACT May 5, 1977	DATE WORK STARTED May 10, 1977	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 100	WORK DAYS USED CALENDAR DAYS USED 126
PROJECT AUTHORIZATION. $ 288,902.90	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 126
EXCLUSIVE OF ENGINEERING $ 265,994.30	ENGINEERING AUTHORIZATION $ 22,908.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 277,849.40	ENGINEERING COST TO DATE $ 19,266.75	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT overrun 2 %	PERCENT OF AUTHORIZATION 84 %	DATE PROJECT WAS COMPLETED September 20, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		6.84		6.84	
MILES PARTIALLY COMPLETED					
MILES COMPLETED		6.84		6.84	
TOTAL ESTIMATED QUANTITIES (CONTRACT)		15,150 CY		4,985 CY	
TOTAL QUANTITIES CORRECTED TO DATE		14,460 CY		6,793 CY	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		14,460 CY		6,793 CY	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear - Cold			
MONDAY	" "			
TUESDAY	Overcast - Cold			
WEDNESDAY	Clear - Cold			
THURSDAY	" "			
FRIDAY	Cloudy - Cold			
SATURDAY				

Routing
Keasey K
Bond
Jackmond
Hopkins
Johnsen
Inloes
RECEIVED
DEC 27 1977
CONSTRUCTION SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 18	No work.
MONDAY 19	No work.
TUESDAY 20	No work.
WEDNESDAY 21	No work.
THURSDAY 22	No work.
FRIDAY 23	No work.
SATURDAY 24	No work.

REMARKS

Semifinal submitted this date. Final Report.

SIGNED B. N. Hatcher LOCATION Burns

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP F216

8513

8

November 18, 1977

R. L. Coats
Boundary Box, Newport Ave.
Bend, OR 97701

Dear Mr. Coats:

We have reviewed your request for an extension of time on Contract No. 8513 for work on Frenchglen Highway-Diamond Maintenance Station in Harney County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of four days is granted because of delay on another State Highway contract (Guano Valley) No. 8483. This recognizes the sequential use of rock crushing equipment required on both projects. The four days is the same extension approved on the prior project.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
W. E. Schwartz
Robert Church
Barry Hatcher
Richard Hacek

FORM 81-734-3030

FILE: CON 5 #8513

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 16, 1977

FROM: John A. Bond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Frenchglen Highway-Diamond
Maintenance Station
Contract No. 8513
Request for Time Extension

R. L. Coats requests an eight-day extension on this project because of delay on another State Highway contract. The subject project covered surfacing and oiling on 6.84 miles of a Harney County federal-aid Secondary. Some pertinent dates are:

Bids opened	4-28-77
Contract sent	5- 6
Day count start	5-18 (100 calendar workdays allowed)
Start drilling quarry	5-10
Move in crusher	8-21
Project completed	9-20 26 days liquidated damages at $100 per day.

The other project which the contractor refers to was Guano Valley (Contract No. 8483) which he completed 8-22-77 with eight days liquidated damages. We subsequently granted a four-day extension on that project because of quantity overruns on an added price agreement. These overruns involved crushed material and it is true that the contractor's crusher was moved to the subject project immediately after completion at Guano Valley. This was clearly and of necessity sequential work so I believe we should recognize the delay from the prior project commitment in this case.

I therefore recommend the same four-day extension on the subject project. The contractor completed it promptly after the crushing started and our engineering underran. This contractor has had several of our late-season projects in Region 5. The subject project is federal-aid Secondary and specific FHWA approval of the suggested extension is not required. A rough draft letter to the contractor on the above basis is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
NOV 18 '77
REFER TO
FOR

Info	[illegible]	R-D	D-R	Sig	[illegible]	File

E-320 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 10 - 3, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 100 days to 108 days, within which to complete our Contract No. 8513, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Contract No 8433 was increased by 8 days due to increase in work. This made me 8 days late on Contract No. 8513. This extra work was done at the state's request.

Respectfully submitted,

R. L. Coats
Contractor

By R L Coats

CONSENT OF SURETY

Date October 6, 1977

We, SAFECO INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

SAFECO INSURANCE COMPANY OF AMERICA
C. A. Tomassene
Attorney-in-fact
C. A. Tomassene
C. A. TOMASSENE & SON

Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8513 Contractor R. L. Coats

Highway FAS B472 (Old Diamond Highway)

Section Frenchglen Highway-Diamond Maintenance Station

Kind of Work Oiling

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend a four-day extension of contract time because of delay on another State Highway contract, Guano Valley (Contract No. 8483) involving rock crushing equipment which was promptly moved and utilized on subject project.

Recommended for Approval:

Dale Allen
Region Construction ~~Regional~~ Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No. 8513
Project designation Federal RS-B472(1)
State-Federal
Date awarded May 5, 1977
Work started May 18, 1977
Per cent completed 100% Sept. 20, 1977
Date
No. of Workdays Allowed 100
No. of Workdays Used 126
No. of Added Workdays Requested 8

SP*67865-734

8513

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67803-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Harney County Court
Courthouse
Burns, OR 97720

Attention of Mr. Joseph Miles, Rd. Supervisor

Request No. (assigned by staff engineer or head of section) cc 1732

Date May 24, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

11,600
20,200
$31,800

Itemized Statement: Advance Deposit

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of the Frenchglen Hwy.-Diamond Maintenance Station Section, FAS B472	24,800	
		Covered by agreement dated 11/12/76		$7,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 31,800.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
513-1058-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved:
George N. Hopkins
George N. Hopkins, Loc. Gov't Engr.
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

May 19, 1977

Roger C Lang

FROM: Roger C. Lang
Regional Federal Aid Engineer

TO: R. H. Prange
Local Government Programs Unit

SALEM

SUBJECT: Frenchglen Hwy.-Diamond
Maintenance Station
FAS B472
Harney County

Attached is check no. 20876 in the amount of $11,600 received from Judge Dale White.

This check represents the balance of 11% advance deposit required by the construction-finance agreement for the above project. The original computation on May 3 asked for only 7%.

RCL/dlm
Attachment

cc: Judge Dale White
Barry Hatcher

AD 286A.

PROJECT MANAGEMENT

MAY 23 '77

REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	See me

May 11, 1977

Harney County Court
Courthouse
Burns, OR 97720

Attention Mr. Joseph R. Miles
Road Superintendent

SUBJECT: Frenchglen Hwy.-Diamond Maint. Station
FAS B472
Harney County

Gentlemen:

In our letter dated May 3 the advance deposit for this project was based upon 7 percent county participation instead of the 11 percent you requested earlier. To correct this mistake we are now requesting an additional advance deposit in the amount of $11,600.00.

This additional advance deposit is computed as follows:

11% share of $288,902.90	=	$31,779.32
7% share of $288,902.90	=	20,223.20 (rec'd)
		$11,556.12

ROUNDED TO - $11,600.00.

Please make your check in the amount of $11,600.00 payable to the Oregon State Highway Division and send it to Mr. Roger Lang, Region 5 Federal Aid Engineer, 2111 Adams Avenue, La Grande, OR 97350.

We are sorry for any inconvenience this has caused you.

Very truly yours,

Robert H. Prange
Local Government Programs Unit

HR:ljt

bc: Roger Lang, Reg. 5 - Upon receipt of the county's check please forward to this office. We will deliver to Accounting with an explanation.

May 3, 1977

Harney County Court
Courthouse
Burns, OR 97720

Attention Mr. Joseph R. Miles
Road Supervisor

Gentlemen:

On April 28, 1977 a satisfactory bid was received from R. L. Coats, Boundary Box, Newport Avenue, Bend 97701 for Frenchglen Hwy.-Diamond Maintenance Station Section, FAS B472.

The anticipated construction cost based on their bid is as follows:

Bid Items	$254,040.00
Temporary Erosion Control	500.00
4-1/2% Contingencies	11,454.30
9% Engineering	22,908.60
ESTIMATED TOTAL COST	$288,902.90

225,344

County's Advance Deposit:

7% of $288,902.90 = $20,223.20, or say $20,200.00.

Please make your check in the amount of $20,200.00 payable to the Oregon State Highway Division and send it to Mr. Roger Lang, Region 5 Federal Aid Engineer, 2111 Adams Avenue, La Grande, OR 97850, prior to May 27, 1977.

Very truly yours,

Robert H. Prange
Local Projects Manager
Local Government Programs Unit

HR:ljt

bc w/att: Roger Lang---Upon receipt of county's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-280 and submit to Finance Branch.

✓ NOTED
M[illegible]NOR C. HOLMES

8513

Salem, Oregon
April 18, 1977

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
April 28 Bid Letting

FILE

This is to document Highway Division action establishing footpaths and bicycle trails in accordance with ORS 366.514. Bids will be opened April 28 on the following projects:

1. NE 3rd Avenue, N Locust, N Knott, N Juniper Sts
   (Canby), Clackamas County
   Grading and Paving

   Withdrawn

2. Fat Elk Creek-Pulaski Creek
   Coquille-Bandon Highway, Coos County
   Grading, Paving and Structures

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".
   2.4-metre paved shoulders are provided.

3. Umpqua River Bridge
   Umpqua Highway, Douglas County
   Painting

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Frenchglen Hwy-Diamond Maintenance Station
   FAS B472 (Old Diamond Hwy), Harney County
   Oiling

   Same as No. 2.
   4-foot gravel shoulders are provided.

5. Lake Abert Rock Production
Lake County

Same as No. 3.

6. Willamette River (Springfield) Bridge
McKenzie Highway, Lane County
Painting

Same as No. 3.

7. Oregon Coast Hwy at NE 20th St (Newport)
Lincoln County
Traffic Signal Installation

Same as No. 3.

8. Scio (N Beech Street)(Street Improvement Only)
Linn County
Grading, Paving and Drainage

Same as No. 2.
5-foot sidewalks exist.

9. Sodom Ditch Bridge
Linn-West County Road, Linn County
Grading, Paving and Structure

Grading and paving incidental to structure.
30-foot roadway provided on structure.

10. South Panfield Interchange
East Portland Freeway, Multnomah County
Grading, Paving and Structures

Bikeway facilities to be constructed in this area on future contract.

11. NE Marine Drive
East Portland Freeway, Multnomah County
Grading and Paving

Parallel bikeway facilities to be constructed on future contract.

12. Milton Ditch-Walla Walla River (Milton-Freewater)
FAS B568 (SE 15th Avenue), Umatilla County
Grading, Paving and Structure

Same as No. 3.
Grading and paving incidental to structure replacement.

13. Fifteenmile Creek Bridge
FAS 310, Wasco County
Grading, Paving and Structure

Same as No. 3.
Grading and paving incidental to structure replacement.

14. SW Baseline Street at W Main Street (Hillsboro)
Tualatin Valley Highway, Washington County
Grading, Paving and Signals

Same as No. 3.
Grading and paving incidental to signals.

15. Mary S. Young-Bolton School Bikeway
Oswego Highway, Clackamas County
Grading, Paving and Bikeway

Bikeway project.

16. Pacific Highway East at Chemawa Road
Marion County
Traffic Signal Installation

Same as No. 3.

DES:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
R.L. Schroeder
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
George Hopkins

8513

1

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATIO"

LETTER OF APPROVAL A[illegible]/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
P[illegible]-B 472(1)

STAT[illegible]JECT NO.
See below

COUNTY NAME
Harney

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70321

TO:

Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 27 '77
REFER TO
Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED
12-14-76

DATE AUTHORIZATION EFFECTIVE
4-6-77

FEDERAL ROUTE NUMBER
Secondary B472

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:
"Frenchglen Highway-Diamond Maintenance Station"

GENERAL DESCRIPTION OF WORK:
Intermediate type surface (Code 5231 Miles 7.2)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's April 4, 1977 letter, I accept the certification of Mr. Rod Henry dated 3-21-77 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

DATE
4-6-77

SIGNATURE OF APPROVING OFFICIAL
Valach

TITLE
For Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

GIFFORD

Section Frenchglen Hwy-Diamond Mar. Sta. Sec. **Programming Estimate $** 313000

Highway FAS B472 (Old Diamond Highway) **Project Length** 6.84 miles

County Harney **Completion Time** 100 working days

Kind of Work Oiling (9-1-77)

Prefix 5 13-1940 **FA Project No.** NS-B472 (1)

NSTRUCTION AUTHORIZATION

ntract Amount $ ~~277,506~~ 274,970

500

$ 500

Misc. Permit Fees

		275,470 $ ~~276,006~~
Contingencies (4-1/2%)	12,396 15	~~12,510 27~~
Engineering (9 %)	24,792 30	~~[illegible] 54~~
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ ~~315,536 81~~ 312,658 45

APPROVED

J H Wentley
Road Design Engineer

NOTED
D. O. Christensen

ROUTING SLIP DATE: 3/28/77

DEPARTMENT OF TRANSPORTATION

DIRECTOR
DEPUTY DIRECTOR
ADMINISTRATION (DOT)
CHIEF COUNSEL
COMMISSION SERVICES
EMPLOYEE DEVELOPMENT
FINANCE (DOT)
INFORMATION SYSTEMS
LABOR RELATIONS
OPERATIONS
PERSONNEL OPERATIONS
PLANNING
PUBLIC AFFAIRS
SAFETY
TRANSPORTATION RESEARCH
AERONAUTICS DIVISION
MASS TRANSIT DIVISION
MOTOR VEHICLES DIVISION

HIGHWAY DIVISION

STATE HIGHWAY ENGINEER
DEPUTY STATE HWY ENGINEER
ASSISTANT FOR DESIGN
ASSISTANT FOR OPERATIONS
ASST. FOR RIGHT OF WAY AND DEVELOPMENT
METROPOLITAN ENGINEER
ACCOUNTING (HIGHWAY)
BRIDGE DESIGN
CONSTRUCTION
COUNTY-CITY RELATIONS
DATA PROCESSING
ENVIRONMENTAL
EQUIPMENT SHOPS
FHWA
LANDSCAPE
LOCATION
MAINTENANCE
MATERIALS
PARKS AND RECREATION
PERMITS & WEIGHMASTER
PHOTOCOPY
PROJECT MANAGEMENT
RADIO
RESEARCH
RIGHT OF WAY
ROAD DESIGN
SIGN SHOP
TRAFFIC ENGINEERING
TRAVEL INFORMATION
UTILITIES ENGINEER
GENERAL FILES
LIBRARY
MAIL ROOM
REGION NO 5
DISTRICT NO.

ATTENTION: Roger Lang FROM: H.R.

COMMENTS: a copy of the latest estimate for the Frenchglen Hwy - Diamond Mar. Sta. Sec. on FAS B472 is attached for your information

FORM 81-734-3100 SP*19799 734

BEN GIFFORD

Section *Frenchglen H[illegible]-Diamond [illegible]* Programming Estimate $ *313 000*

Highway *FAS B472 (Old Diamond Highway)* Project Length *6.84 miles*

County *Harney* Completion Time *100 calendar working*

Kind of Work *Oiling* *(9-1-77)*

Prefix *513-1940* FA Project No. *RS-B472 (1)*

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ ~~277,506~~ 274,970
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	500	
State Furnished		
Install Water Meter		$ 500
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ ~~278,006~~ 275,470
Contingencies (4-1/2%)	12,396.15	~~12,610.27~~
Engineering (/ %)	24,792.30	~~25,020.54~~
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ ~~315,536.81~~ 312,658.95

APPROVED

J H Westey
Road Design Engineer

NOTED
D. O. Christensen

(7 20)

REGON STATE HIGHWAY DIVISION

~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 1

Date 3-14-77

Section Frenchglen Hwy-Diamond Str.

County Harney

Kind Of Work Oiling

Length 6.84 mi

Name Galloway

3-15-77 JJ

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		Lump Sum	All	(8%)	20,400
2	Temporary Protection And Direction Of Traffic		Lump Sum	All		2,770
3	Temporary Signs		Sq. Ft.	200	6.50	1,300
4	Flagmen		Hr.	480	18.00	8,640
	Pilot Car		Hr.	120	22.00	2,640
	ROADWORK					
5	Watering		M-Gal.	380	10.00	3,800
6	3/4"-0 Aggregate Base		Cu. Yd.	15,150	7.00	106,050
7	Aggregates In Asphalt Macadam		Cu. Yd.	4325	12.00	51,900
8	AR-2000 Asphalt In Asphalt Macadam		Ton	325	130.00	42,250
9	Asphalt In Seal Coat		Ton	90	130.00	11,700
10	3/4"-0 Aggregate In Prime Coat		Cu. Yd.	660	12.00	7,920
11	MC-250 Asphalt In Prime Coat		Ton	120	130.00	15,600
						274,970
						~~277,506~~

8513

FAS 456

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/25/77
Donald L Rout

4-28-77 Bid Letting ______ All Clear Deadline

SECTION Frenchglen Hwy. - Diamond Maint
Highway FAS 456
County Harney Co. Region ______
Type of Work Oiling Funds ______
State ✓ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☒	
Negative Declaration	☒	☐	☐	☐	☒	
Project Assessment	☐	☒	☐	☐	☒	No apparent problems
Write-off Letter	☒	☐	☐	☐	☒	

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☒	
D.O.G.M.I.	☐	☒	☐	☐	☒	Anticipate no problems
Corps of Engineers	☒	☐	☐	☐	☒	
Coast Guard	☒	☐	☐	☐	☒	
Co. Conditional Use	☒	☐	☐	☐	☒	
NPS Air Pollution	☒	☐	☐	☐	☒	
NPS Water Pollution	☒	☐	☐	☐	☒	

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☒	☐	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☒	

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒	☐	☐	☐	☒	

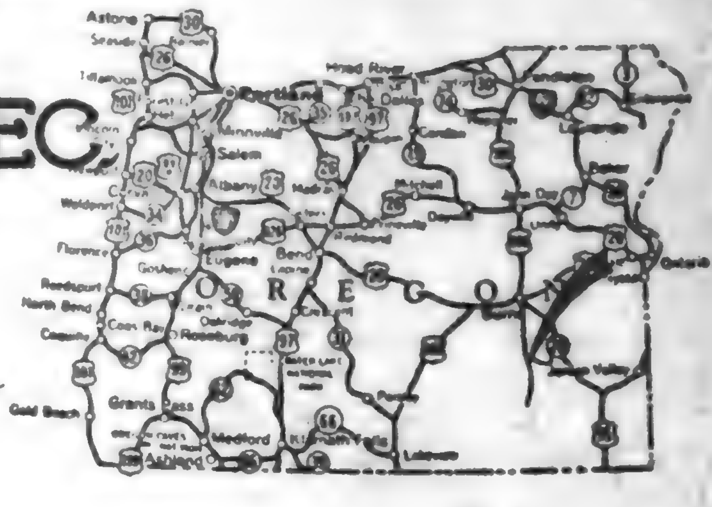
FRENCHGLEN HWY.-DIAMOND MAINT. STA. SEC. FAS B472(OLD DIAMOND HWY.) HARNEY COUNTY				SHEET No. 1
FED. ROAD DIV. No. 10	STATE OREGON	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS

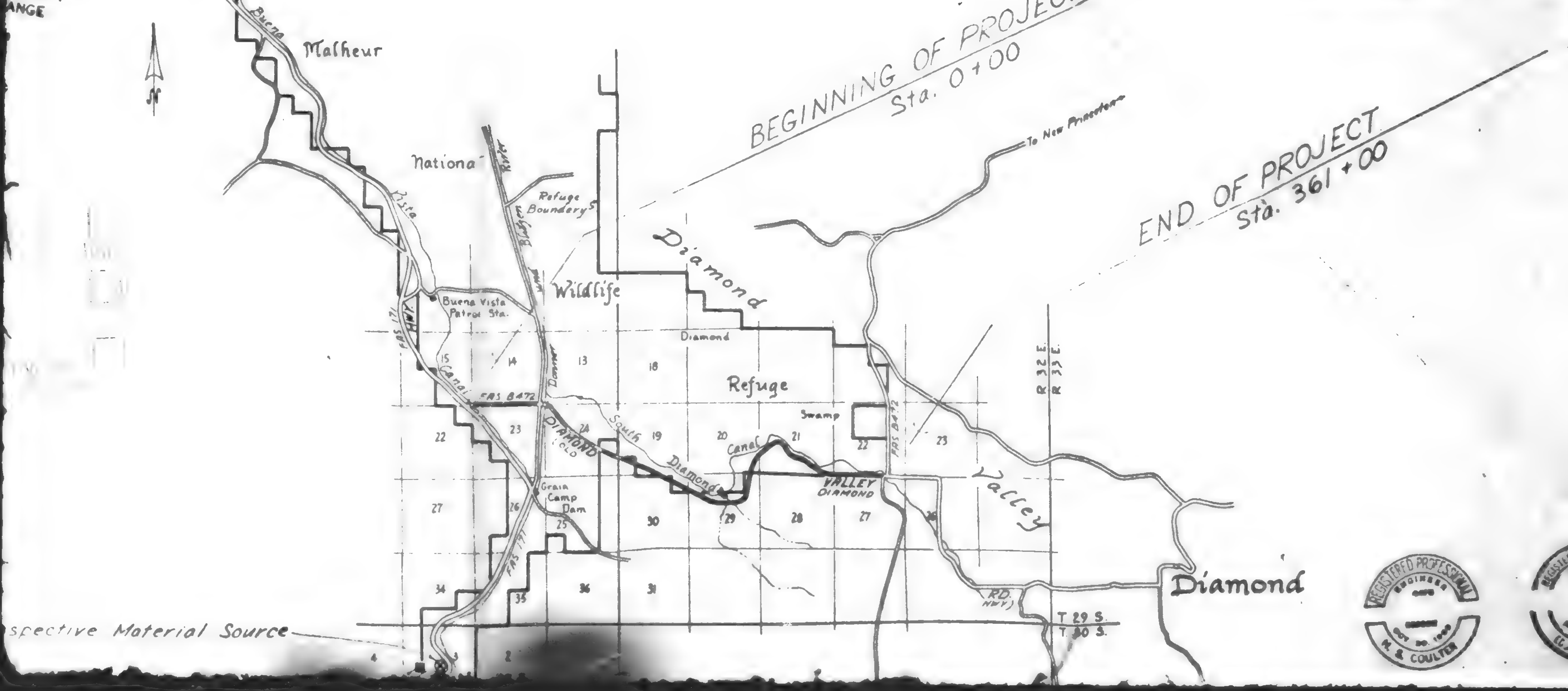
FAS-C

PRELIMINARY COPY
MAR 1 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

STATE OF OREGON
STATE HIGHWAY DIVISION
PLANS FOR PROPOSED PROJECT

CHGLEN HWY.~DIAMOND MAINT. STA. SEC.
FAS B472 (OLD DIAMOND HWY.)
HARNEY COUNTY



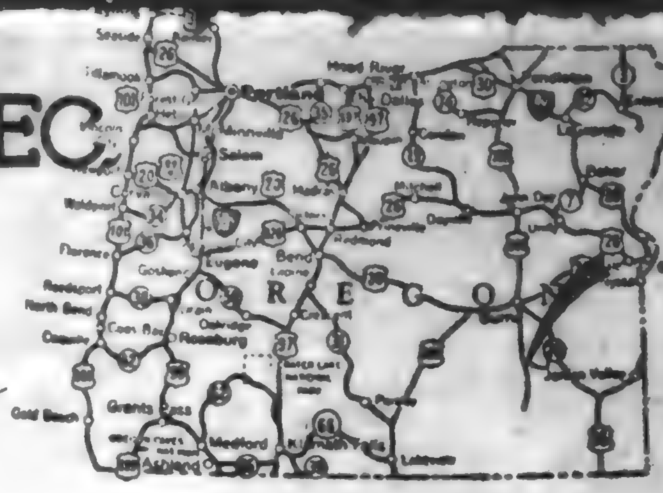


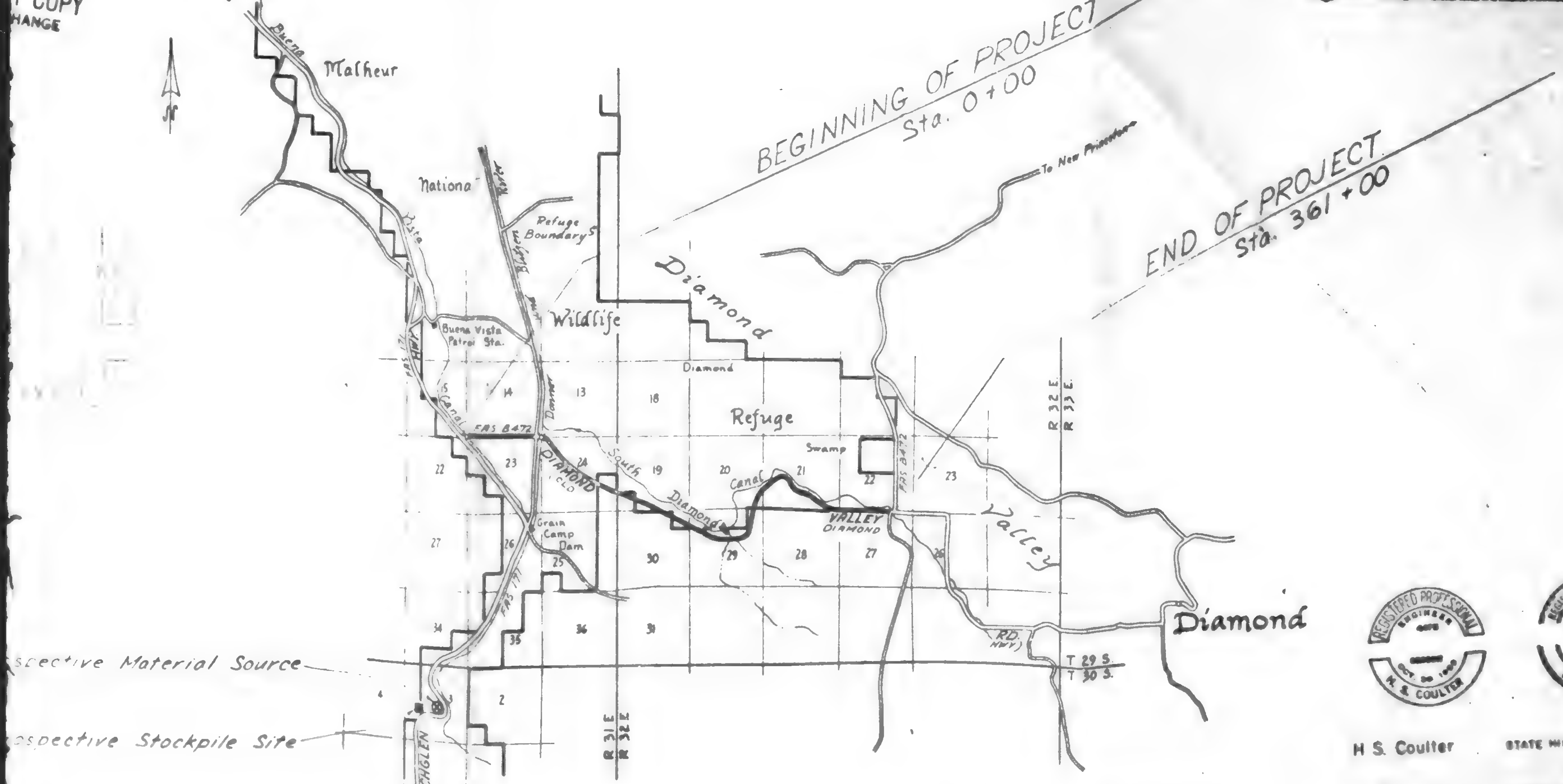
CHGLEN HWY.~DIAMOND MAINT. STA. SEC.

FAS B472 (OLD DIAMOND HWY.)

HARNEY COUNTY

Y COPY
HANGE





Sketch Map

Scale 0 1 2 Miles

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — DEPUTY STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER DATE

3-16-77

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	[illegible]
2	[illegible] Material Source & Summary

Temporary Protection & Direction of Traffic will be included in Specifications

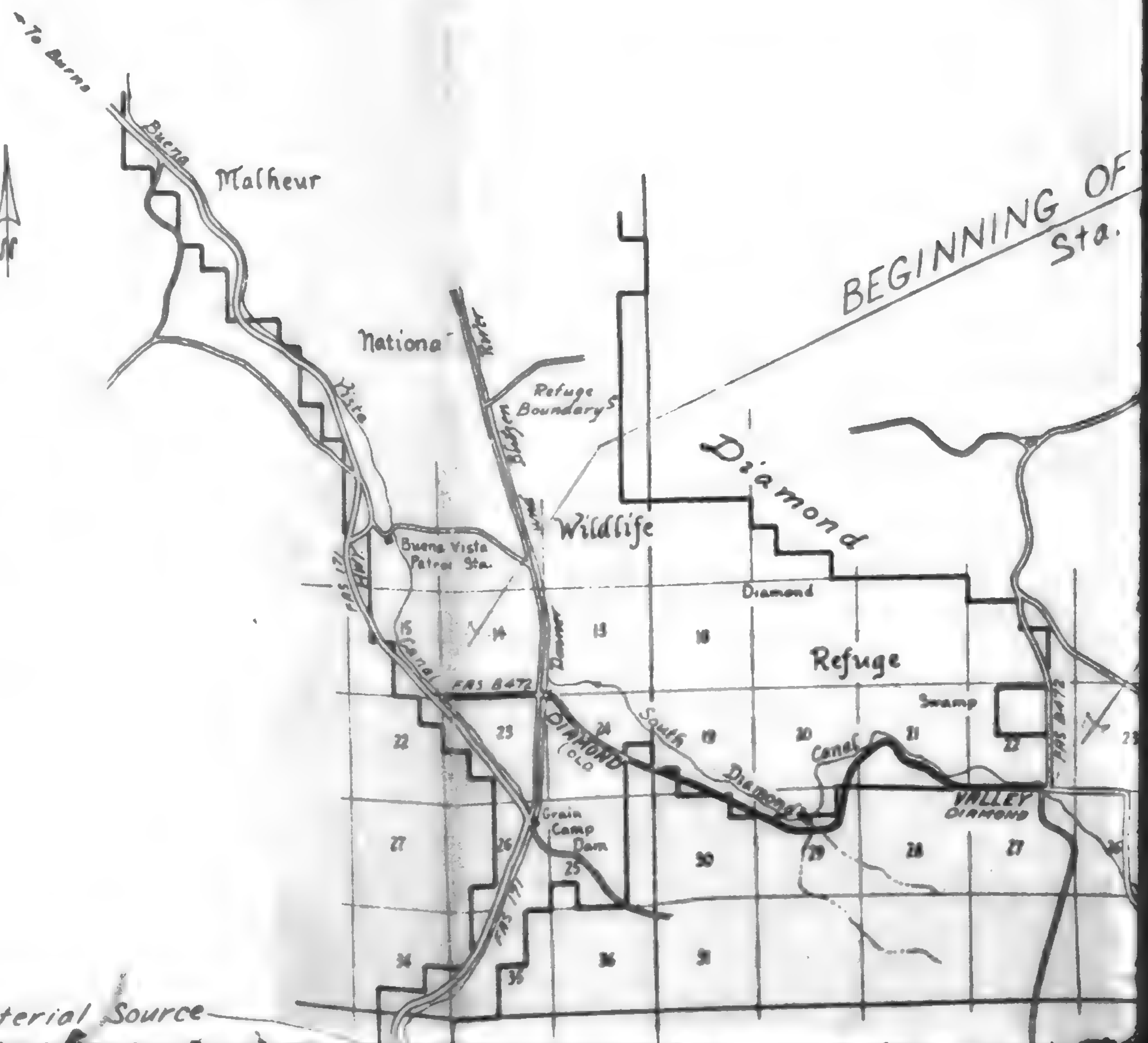
STATE OF OREGON
STATE HIGHWAY DIVISION
PLANS FOR PROPOSED PROJECT

FRENCHGLEN HWY.~DIAMOND MAI

FAS B472 (OLD DIAMOND HWY.)
HARNEY COUNTY

PRELIMINARY COPY
SUBJECT TO CHANGE

RECEIVED



March 16-77

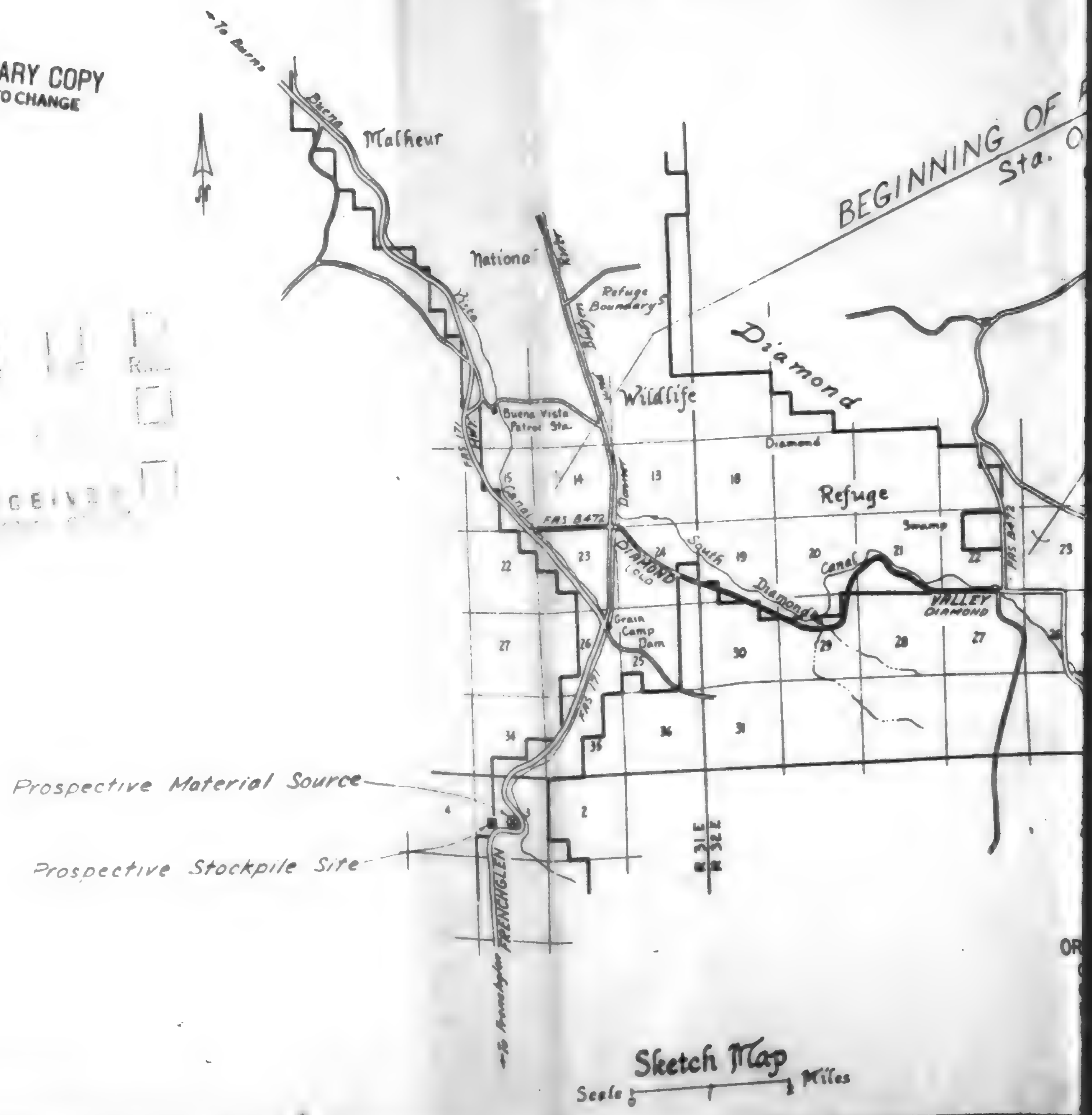
Temporary Protection & Direction of Traffic will be included in Specifications

FRENCHGLEN HWY.~DIAMOND MAIN

FAS B472 (OLD DIAMOND HWY.)

HARNEY COUNTY

PRELIMINARY COPY
SUBJECT TO CHANGE



APPROVED March 16 1972

COUNTY COURT OF Harney COUNTY

BY Dale White
COUNTY JUDGE

George W. Purdy
COUNTY COMMISSIONER

Stanley S. White
COUNTY COMMISSIONER

Section Frenchglen Hwy - Diamond [illegible] Programming Estimate $

Highway FAS B472 ([illegible]) Project Length 6.84 miles

County Harney Completion Time 100 [illegible]

Kind of Work Oiling (9-1-77)

Prefix 5 13 -19[illegible] FA Project No. 1:5 - B472 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP DATE: 3/16/77

DEPARTMENT OF TRANSPORTATION

DIRECTOR
DEPUTY DIRECTOR
ADMINISTRATION (DOT)
CHIEF COUNSEL
COMMISSION SERVICES
EMPLOYEE DEVELOPMENT
FINANCE (DOT)
INFORMATION SYSTEMS
LABOR RELATIONS
OPERATIONS
PERSONNEL OPERATIONS
PLANNING
PUBLIC AFFAIRS
SAFETY
TRANSPORTATION RESEARCH
AERONAUTICS DIVISION
MASS TRANSIT DIVISION
MOTOR VEHICLES DIVISION

HIGHWAY DIVISION

STATE HIGHWAY ENGINEER
DEPUTY STATE HWY ENGINEER
ASSISTANT FOR DESIGN
ASSISTANT FOR OPERATIONS
ASST. FOR RIGHT OF WAY AND DEVELOPMENT
METROPOLITAN ENGINEER
ACCOUNTING (HIGHWAY)
BRIDGE DESIGN
CONSTRUCTION
COUNTY-CITY RELATIONS
DATA PROCESSING
ENVIRONMENTAL
EQUIPMENT SHOPS
FHWA
LANDSCAPE
LOCATION
MAINTENANCE
MATERIALS
PARKS AND RECREATION
PERMITS & WEIGHMASTER
PHOTOCOPY
PROJECT MANAGEMENT
RADIO
RESEARCH
RIGHT OF WAY
ROAD DESIGN
SIGN SHOP
TRAFFIC ENGINEERING
TRAVEL INFORMATION
UTILITIES ENGINEER
GENERAL FILES
LIBRARY
MAIL ROOM
REGION NO 5
DISTRICT NO

ATTENTION Roger Lang FROM HR

COMMENTS:
Please inform the County of this estimate.

FORM 81-734-3100 SP*19799-734

---

ntract Amount $ 277,506

500

$ 500

$ 276,006

Contingencies (4-1/2%) 12,610 27

Engineering (9 %) 23,020 54

SUBTOTAL $

Credit for ________ . . . .

Estimated Net Authorization, Construction . . . . $ 315,536 81

APPROVED

____

Road Design Engineer

Section Frenchglen Hwy - Diamond Maint Sta
Programming Estimate $

Highway FAS B472 (Old Diamond Highway)
Project Length 6.84 miles

County Harney
Completion Time 100 calendar workday (9-1-77)

Kind of Work Oiling

Prefix 5 13-1990
FA Project No. RS-B472 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 277,506-

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	500
State Furnished	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities	
Misc. Permit Fees	

$ 500-

$ 278,006

Contingencies (4-1/2%)	12,610^{27}
Engineering (9 %)	25,020^{54}
SUBTOTAL	$
Credit for	
Estimated Net Authorization, Construction	$ 315,536^{81}

APPROVED

Road Design Engineer

(4-20)

REGON STATE HIGHWAY DIVISION

~~SUMMARY - BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 1

Date 3-14-77

Section Frenchglen Hwy - Diamond Sta.

County Harney

Kind Of Work Oiling

Length 6.84 mi

Name Galloway

3-15-77 g

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		Lump Sum	All	(8%)	20,600
2	Temporary Protection And Direction Of Traffic		Lump Sum	All		2,770
3	Temporary Signs		Sq. Ft.	200	6^{50}	1,300
4	Flagmen		Hr.	480	18^{00}	8,640
	Pilot Car		Hr.	120	22^{00}	2,640
	ROADWORK					
5	Watering		M-Gal.	380	10^{00}	3,800
6	3/4"-0 Aggregate Base		Ton	22,360	4^{85}	108,446
7	Aggregates In Asphalt Macadam		Cu. Yd.	4320	12^{00}	51,840
8	AR-2000 Asphalt In Asphalt Macadam		Ton	325	130^{00}	42,250
9	Asphalt In Seal Coat		Ton	90	130^{00}	11,700
10	3/4"-0 Aggregate In Prime Coat		Cu. Yd.	660	12^{00}	7,920
11	MC-250 Asphalt In Prime Coat		Ton	120	130^{00}	15,600
						277,506

8513

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. RS-B472(1)
Project Name Frenchglen Hwy.-Diamond Maintenance Station
Old Diamond Hwy. Rd., FAS B472

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971. Some additional right-of-way was acquired from the BLM in 1974 under the law existing at that time which permitted counties to take lands as needed for road purposes.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Burns, Oregon, this 2nd day of Marvh, 1977

County of Harney

Dale White
County Judge

George W. Purdy
Commissioner

Commissioner

C.C. J. B. Boyd
DE. Swan
Jim Chidsey
C. T. Keasey

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8513

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Frenchglen Hwy.- Diamond Maintenance Station
Highway: F.A.S. B472
County: Harney
Prefix: 513-1990
Res. Engr: Barry Hatcher

Date February 28, 1977
Ten Year Traffic Coefficient 5.5
18 kip s.a. per day 4.0
R value 11
Frost Penetration 36"±
CBE Total Requirement 17.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT		CREDIT
1.25"	0-11 Oil Mat		1.5
3.0"	A.L.		3.0
16.0"	A.S.B.	(Cinders-In Place) (or to be placed) (by County.)	13.0
20.25"			17.5"

PROJECT MANAGEMENT
MAR 1 '77
REFER TO:
FOR
Info	Investigate	R/D	Action	File	Letter	See me

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
~~Asst. State Highway Engineer~~
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
County-City

N

NOTED
MANOR C. HOLMES

8513

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
February 28, 1977

FILE: FAS Harney

FROM: Roger C. Lang
Regional Federal Aid Engineer

TO: Memo to the Files

SUBJECT: Deficient Base Coarse Depth
Frenchglen Highway-Diamond
Maintenance Station
Old Diamond Road Highway
FAS B472
Harney County

I met with Judge Dale White and Joe Miles, Roadmaster, to discuss the deficient thickness of cinders on the above subject project.

I explained that our Base Design Engineer, Clarence Gregg, had indicated the section should have a depth of 16 inches grid rolled cinders (it now averages 10 inches) in combination with the three inches of 3/4-0 and 0-11 oil mat to achieve stability requirements. Also, I explained that we could proceed with design work using the base as it now exists if the County would accept full responsibility in event of section failure.

It was determined by Judge White the County would place the additional cinders required to achieve the proper depth. The work shall be performed in advance of the project letting so as not to conflict with the contractor's operations.

Barry Hatcher will monitor and confirm depth requirements of cinder base.

RCL/dlm

cc: The Honorable Dale White
F. E. Terpin
George Hopkins
Clarence Gregg
Barry Hatcher
Verne Moore

PROJECT MANAGEMENT
MAR 2 '77
REFER TO:
FOR

Info	Investigate	R/D	Action	File	Letter	See me

RECEIVED
MAR 2 1977
LOCATION SECTION

✓

NOTED
[illegible]OR C. [illegible]MES

8513

2-24-77
Memo. to files
Local Programs Unit

HAL - FRED

Talked to Roger Lang re Harney County's FAS-C project, Frenchglen Highway - Diamond Maint Sta. Sect.

County wants to go as is!

County has match money for 11% of $339,871 estimate!

County wants the 0-11 oilmat (no cold mix)!

County will give letter for assuming responsibility for inadequate base!

County thinks our estimate is way too High!

Ⓗ

c.c. J.H. Versteeg
Frank Terpin
Roger Lang

9513

fas B-472
Harney Co

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 She

tion Frenchglen Hwy-Diamond Maintenance Station Unit
ghway County Road FAS B-472 County Harney Prefix
ength Designer Draftsman Date 1-25-77

Grading and Surfacing Items

Roger:- 2/2/77

Est. by field	339,871
Est. in County Request	204,765
Making an increase of	135,106

This amount put county Federal funds in red approx 2 years and their advance deposit will be approx $37,400 at 78% Federal funds.

Has the county been contacted about this estimate?

Item	Spec.	Item	Unit	Quantity	Price	Amount
			all	all	lump sum	20,788
			all	all	lump sum	2,598
			sq ft	160	6.50	1,040
			hour	480	18.00	8,640
			hour	120	25.00	3,000
			M-gal	385	10.00	3,850
			cu yds	15,405	7.00	107,835
			cu yds	4,320	10.00	43,200
			ton	325	150.00	48,750
			ton	91	175.00	15,925
			cu yds	660	10.00	6,600
			ton	120	175.00	21,000
					$	283,226
		Engineering and Contingincies 20%				56,645
		Total for project			$	339,871

☐ [illegible] ☑ [illegible] ☐ UE

8513

1-25-77

Frenchglen Highway -
Diamond Maint. Station Sect.

FAS B472 (Formerly [illegible]
Harney County

Narrative Report

This section begins at Diamond Jct., about 42 miles south of Burns, and extends east almost 7 miles to the junction of this road and the North Diamond Loop Road.

The typical section calls for a 3 inch leveling course of crushed aggregate topped by an oil mat wearing surface. We have based our quantities on using an O-11 mat.

The proposed 11 foot travel lanes and 4 foot gravel shoulders will require a 33 foot subgrade. The present existing width is less than 30 feet in some places. The County has indicated that their forces will have the required width constructed by the time the contract is let.

The proposed material source is a quarry located approximately 5 miles south of Diamond Jct. on the Frenchglen Highway. It is on U.S. land and on the inside of a sharp curve. The idea is to improve the sight distance and possibly reduce the degree of curve by removing material from this site. The County's resolution concerning surface mining development and reclamation will apply to this quarry the same as it did on the Circle Bar project.

The estimated cost of construction is $283,225 or $41,407 per mile. This is more than originally anticipated, but it should be remembered that the area where the project is located is remote and very expensive for a contractor in terms of move in, move out, travel pay, etc. There is not much room to trim any costs unless the typical section is changed.

BNH/kf

B. N. Hatcher

B. N. Hatcher
Resident Engineer

EGON STATE HIGHWAY DEPART NT
ANTITY SUMMARY & COST EST ATE Sheet 1 of 1 Shee

ction Frenchglen Hwy-Diamond Maintenance Station Unit
ighway County Road FAS B-472 County Harney Prefix
Length Designer Draftsman Date 1-25-77

Grading and Surfacing Items

Item	Spec.	Item	Unit	Quantity	Price	Amount
1	110	Mobilization	all	all	lump sum	20,788
2	111	Temp.Dir. & Direct Traffic	all	all	lump sum	2,598
3	111	Temporary Signs	sq ft	160	6.50	1,040
4	111	Flagging	hour	480	18.00	8,640
5	111	Pilot Car	hour	120	25.00	3,000
6	233	Watering	M-gal	385	10.00	3,850
7	304	Aggregates in Leveling Course	cu yds	15,405	7.00	107,835
8	406	Aggregates in Asphalt Macadam	cu yds	4,320	10.00	43,200
9	406	Asphalt in Asphalt Macadam	ton	325	150.00	48,750
10	406	Asphalt in Seal Coat	ton	91	175.00	15,925
11	408	Aggregate in Prime Coat	cu yds	660	10.00	6,600
12	408	Asphalt in Prime Coat	ton	120	175.00	21,000
					$	283,226
		Engineering and Contingincies 20%				56,645
		Total for project			$	339,871

8513

FAS-C B472
Harney Co.

OREGON STATE
HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz
Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 20, 1976

The Honorable Dale White
Harney County Courthouse
P. O. Box 1147
Burns, Oregon 97720

Dear Judge White:

RE: Proposed Project
Frenchglen Hwy.-Diamond Maint. Station
FAS B472

Attached for your information is a copy of the approved assessment of your proposed project which has been concurred in by the Federal Highway Administration.

During the development of the project, the County shall perform and document responsibilities set forth in the Oregon Action Plan, particularly citizen involvement and participation, environmental aspects and public hearing requirements. A check list of required items is shown on pages 51 and 52.

Mr. Barry Hatcher, Resident Engineer at Burns, will be in charge of field engineering for the project which should be very soon. Should you have any questions concerning the Action Plan or the project, do not hesitate to contact Mr. Hatcher or myself.

Sincerely,

R. C. Lang d.m.

Roger C. Lang
Regional Federal Aid Engineer

RCL/dlm
Attachments

cc: George Hopkins
Barry Hatcher

Form 81-734-3122

22 '76

FOR

Info	Investigate	R/D	Action	File	Letter

8513

12-14-76

1

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-B 472(1)

STATE PROJECT NO.: See below

COUNTY NAME: Harney

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70321

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 16 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
12-14-76	12-14-76	Secondary B 472 County Road

GENERAL LOCATION:

"Frenchglen Highway-Diamond Maintenance Station"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering and Intermediate type surface
Code 5231 Miles 7.2

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $4,500 - FF $3,860
☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 10-28-76, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2 and you are authorized to proceed with the work shown above.

Also, as requested in Mr. Rulien's 10-28-76 letter, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $205,000 - Federal funds $175,890 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-14-76		Division Administrator

STOCKS OF FORM PR-1240 (REV. 6-68) BE USED

N NO.

. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

October 28, 1976

R	PROJECT LOCATION *(45 typewriter spaces)* Co Rd, Jct. SR 205, E 7.2 Mi.	ADT	PRESENT 60 DHV 10	FUTURE 120	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 075	ITEM NO. 7033

PROPOSED WORK *(35 typewriter* ermediate Type Surface	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS	NUMBER B-472	SEQ. NO. (1)	T. P. Use Only POST MI.	DESIG.

RAL FUNDS Rural Secondary	COUNTY NAME Harney			CODE 025	PROGRAM STAGE ☐ 1 OR ☐ 2
N AREA	ROUTE NO. S	FEDERAL-AID B 472*	STATE Co. Rd.	U.S. --	

CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
	PE			7.2	4,500	3,860	640		
	ROW								Utility Adj. & prep. work as required.
	CONST (CODE) 5231		" Frenchglen Highway- Diamond Maintenance Station Section"	7.2	205,000	175,890	14,555	14,555	ROW-60' min.; Access Control-none; Parking Restrictions- None.
EPARED BY DRH			PROJECT TOTALS	7.2	209,500	179,750	15,195	14,555	

OGRAM APPROVAL DATES 10-4-76

REMARKS

* Old FAS 456; Project No. 50.

MONTHLY TRANSACTION NO.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

DATE SUBMITTED TO W.O.

October 28, 1976

CARD 2	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 Co Rd, Jct. SR 205, E 7.2 Mi.	ADT	PRESENT 60 DHV 10	FUTURE (66) (70) 120	YEAR (71) (72) 96	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 PE, Intermediate Type Surface	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 RS	NUMBER B-472 (1)	

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary		COUNTY NAME Harney			CODE 025 (14) (16)
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID B 472* (22)	STATE Co. Rd. (26)	U.S. (37) -- (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE			7.2	4,500	3,860	640	
5					ROW							
5					CONST (CODE) 5231		" Frenchglen Highway-Diamond Maintenance Station Section"	7.2	205,000	175,890	14,555	14,555

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	7.2	209,500	179,750	15,195	14,555
1	14	PROGRAM APPROVAL DATES 10-4-76			(16) (23)	(24) (33)	REMARKS	

* Old FAS 456; Project No. 50.

EN HIGHWAY - DIAMOND MAINTENANCE STATION SECTION
No. RS-B472 (1)

Facility: Thirty foot graveled roadbed.

Sections:

end - - Jct. with State Route 205 (Frenchglen Highway)

end - - Two lane 24-ft. gravel surfaced roadway.

Data: Work under this project consists of the following:

Preliminary engineering all phases including preliminary engineering by utility forces.

Place leveling course and an oil mat wearing surface 22-ft. wide with 4-ft. shoulders having one foot of the shoulder oil mat surfaced and incidental work common to this type of project.

Way: None Required.

s to Minimum Design Standards: None

tion, Airports, Railroads, Water Developments, Historical
tional Areas: None involved.

2 Requirements: Nonmajor action project as set forth in
10e.

0 Requirements: Exempt from State Clearinghouse and
14 Clearinghouse A-95 review under working agreements.

5 Requirements:

Public Hearings - - None required under Oregon Action Plan.

Location/Design - - Not a factor in the Development of this project.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4-1.

Note: This project is in Congressional District No. 2.

FRENCHGLEN HIGHWAY - DIAMOND MAINTENANCE STATION SECTION
Project No. RS-B472 (1)

Existing Facility: Thirty foot graveled roadbed.

Adjacent Sections:

West end - - Jct. with State Route 205 (Frenchglen Highway)

East end - - Two lane 24-ft. gravel surfaced roadway.

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases including preliminary engineering by utility forces.

2. Place leveling course and an oil mat wearing surface 22-ft. wide with 4-ft. shoulders having one foot of the shoulder oil mat surfaced and incidental work common to this type of project.

Right of Way: None Required.

Exceptions to Minimum Design Standards: None

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in paragraph 10e.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 14 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

a. Public Hearings - - None required under Oregon Action Plan.

b. Location/Design - - Not a factor in the Development of this project.

Control of Utilities: The State does not have, at this time, the
authority to control the use of utilities on the right-of-way of thi
A State-County agreement is being prepared to comply with paragraph
of PPM 30-4-1.

Note: This project is in Congressional District No. 2.

8513

STATE OF OREGO   INTEROF CE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: December 1, 1976

FROM: for L. W. Rulien
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Rt. 205 Frenchgen Hwy.
Diamond Maint. Station
FAS 456
Harney County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 5 : W. E. Schwartz
District 14 : C. K. Ansell
Region 5 Geologist: Vernal Moore

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 12-1-76

RECEIVED
STATE HWY ENGR
NOV 30 '76
REFER TO
FOR

Versteeg
Olson

RECEIVED
DEC 06 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval

81-125-1387

OREGON STATE HIGHWAY DIVISI
PROJECT ASSESSMENT

CATEGORY
3 PROJECT Non-Major

RS-B472 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date October 18, 1976
Section Rt. 205-Diamond Maint. Station
Unit (if appl)
County Harney
City
Highway FAS 456
State Hwy. No. N/A
Termini: M.P.(if appl)
Length 7 miles +
Region 5
Construction Estimate $204,765
Program Amount

B. Purpose of Project:

To provide paved surface for this section of road.

C. Origin & History of Project:

Project identified and requested by the County Court and roadmaster.

D. General Description of Project:

Leveling course and oil mat.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. ____ ; Shldrs. 3 ; Parking ____
Proposed: No. Lanes 2 ; Med. ____ ; Shldrs. 3 ; Parking ____

Traffic: Existing Facility: Existing ADT 70 ; Projected ADT ____ ; Yr. ____
Existing Level of Service ____

Proposed Facility: Projected ADT ____ ; Yr. ____
Projected Level of Service ____

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels________
Yes, No

Acres________; Type of Relocation Req.__________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any: County is proposing use of material source located in S½ Sec. 3, T. 30S, R. 31E W.M. on Malheur Wildlife Refuge. Permission to use the source has been granted.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

Number one priority of Harney County

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Using existing right-of-way.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project lies about 41 miles south of Burns in the Harney Basin adjacent to the Diamond Swamp and a portion of the Malheur Wildlife Refuge. Wide range of water fowl, bird life and wildlife are in the area.

2. Cultural:

The area is sparsely settled, made up mostly of large scale ranching operations. The community of Diamond lies about 6 miles east of the easterly end of the project.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

N/A

2. Estimated Impact on Traffic Patterns:

None

Consequences--Air Quality, Noise, Safety, etc.:

3. Estimated Impact on Land Use:

None

Consequences:

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

6. **Preliminary Identification of Areas of Critical Concern:**

None

7. **Potential for Controversial Issues:**

None

8. **Potential for Consistency of Proposal With:**

a. Clean Air Implementation Plans

N/A

b. Noise Standards

This project is unrelated to traffic noise increase therefore a noise study report (FHPM 7-7-3) is not required.

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION	-----------------	----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4

8513

November 22, 1976

Harney County Court
Courthouse
Burns, OR 97720

Attention: Don C. Filteau
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5874

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering construction of the Frenchglen Highway-Diamond Section of the Old Diamond Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

8513

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 18, 1976

In reply refer to: 1041A.5

SUBJECT: Project Assessment
Rt. 205 Frenchglen Hwy.
FAS 456
Harney County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's November 15, 1976, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 5, Kennedy)

RECEIVED
STATE HWY ENGR
NOV 26 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8513

15

~~PRO 6-2~~

October 28, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 70321
Project No. RS-B472(1)
Frenchglen Hwy.-Diamond Maintenance
Station Section
Harney County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1. Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.
2. Authorization to proceed with all phases of the preliminary engineering as programed at an estimated total cost of $4,500 with an obligation of $3,860 in federal funds.
3. Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $205,000 with an obligation of $175,890 in federal funds.

DRH:bb

Enc.
cc: W. E. Schwartz (Region 5)

NO.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

October 28, 1976

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co Rd, Jct. SR 205, E 7.2 Mi.		60 DHV 10	120	96	10	Oregon	41	075	70321

ROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
rmediate Type Surface								RS	B-472	(1)		

AL FUNDS Rural Secondary

AREA

COUNTY NAME	CODE
Harney	025

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	B 472*	Co. Rd.	--

PROGRAM STAGE ☐ 1 OR ☐ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE			7.2	4,500	3,860	640		
	ROW								Utility Adj. & prep. work as required.
	CONST (CODE) 5231		" Frenchglen Highway-Diamond Maintenance Station Section"	7.2	205,000	175,890	14,555	14,555	ROW-60' min.; Access Control-none; Parking Restrictions-None.
PARED BY DRH			PROJECT TOTALS	7.2	209,500	179,750	15,195	14,555	

GRAM APPROVAL DATES

REMARKS

* Old FAS 456; Project No. 50.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

October 28, 1976

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Co Rd, Jct. SR 205, E 7.2 Mi.	**ADT**	PRESENT 60 DHV 10	FUTURE 120	YEAR 96	REGION 10

STATE NAME: Oregon

STATE CODE: 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) PE, Intermediate Type Surface	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S): RS NUMBER: B-472 SEQ. NO.: (1)

CARD 4

CLASS OF FEDERAL FUNDS: Rural Secondary

NAME OF URBAN AREA

COUNTY NAME: Harney

CODE: 025

ROUTE NO.: S

FEDERAL-AID: B 472*

STATE: Co. Rd.

U.S.: --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)			
5					**PE**			7.2	4,500	3,860	640		
5					**ROW**								Util work
5					**CONST** (CODE) 5231		" Frenchglen Highway-Diamond Maintenance Station Section"	7.2	205,000	175,890	14,555	14,555	ROW- Acces Park None
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS	7.2	209,500	179,750	15,195	14,555	
1	14	PROGRAM APPROVAL DATES							(16) (23)	(24) (33)	REMARKS		

* Old FAS 456; Project No. 50.

HIGHWAY - DIAMOND MAINTENANCE STATION SECTION
RS-B472 (1)

cility: Thirty foot graveled roadbed.

ections:

end - - Jct. with State Route 205 (Frenchglen Highway)

nd - - Two lane 24-ft. gravel surfaced roadway.

ta: Work under this project consists of the following:

reliminary engineering all phases including preliminary
ngineering by utility forces.

ace leveling course and an oil mat wearing surface
2-ft. wide with 4-ft. shoulders having one foot of the
oulder oil mat surfaced and incidental work common to
his type of project.

ay: None Required.

to Minimum Design Standards: None

ion, Airports, Railroads, Water Developments, Historical
ional Areas: None involved.

Requirements: Nonmajor action project as set forth in
10e.

Requirements: Exempt from State Clearinghouse and
4 Clearinghouse A-95 review under working agreements.

Requirements:

Public Hearings - - None required under Oregon Action Plan.

Location/Design - - Not a factor in the Development of this
project.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4-1.

Note: This project is in Congressional District No. 2.

FRENCHGLEN HIGHWAY - DIAMOND MAINTENANCE STATION SECTION
Project No. RS-B472 (1)

Existing Facility: Thirty foot graveled roadbed.

Adjacent Sections:

West end - - Jct. with State Route 205 (Frenchglen Highway)

East end - - Two lane 24-ft. gravel surfaced roadway.

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases including preliminary engineering by utility forces.

2. Place leveling course and an oil mat wearing surface 22-ft. wide with 4-ft. shoulders having one foot of the shoulder oil mat surfaced and incidental work common to this type of project.

Right of Way: None Required.

Exceptions to Minimum Design Standards: None

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in paragraph 10e.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 14 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

a. Public Hearings - - None required under Oregon Action Plan.

b. Location/Design - - Not a factor in the Development of this project.

Control of Utilities: The State does not have, at this time, the leg authority to control the use of utilities on the right-of-way of this A State-County agreement is being prepared to comply with paragraph 6c of PPM 30-4-1.

Note: This project is in Congressional District No. 2.

8513

45

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

AGENDA
SEP 28 1976

DATE: September 23, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Proposed FAS-C Projects

Attached are tabulations and maps describing and locating fifteen proposed federal-aid secondary projects.

Benton County has requested a project to pave the Bellfountain Road-Pacific Highway West Section (3.15 miles) of Greenberry Road. Estimated cost of the project is $300,000 with the cost to the State being approximately $21,000.

Clackamas County's request is for construction of the Pudding River (Red) Bridge Section of Arndt Road. The project consists of a 200-foot long bridge and a large overflow culvert structure with a total estimated cost of $460,000. Cost to the State would be approximately $32,000.

Harney County is requesting a project to surface and oil 7.2 miles of the Frenchglen Highway-Diamond Maintenance Station Section of the Old Diamond Highway at an estimated cost of $205,000. Cost to the State will be approximately $14,350.

Linn County has applied for a project to construct the Thomas Creek (Weddle) Bridge Section of Kelly Road. The new bridge will be 250 feet long and cost an estimated $200,000 with State matching money of approximately $14,000.

Another project Linn County has applied for is construction of the Upper Callapooya River Bridge Section on Callapooya River Road. This 240-foot long bridge will cost an estimated $250,000. The State's share of the cost would be approximately $17,500.

Marion County is requesting a project to construct a new bridge over the Pudding River on Nussom Road. The new bridge will be 300 feet long with a 30-foot roadway at an estimated cost of $350,000. State matching funds will be approximately $24,500.

Polk County is requesting a 3.5-mile project to grade, pave and widen one structure on the Godsey Road-Pacific Highway West Section of Clow Corner Road. Estimated cost of this project would be $250,000 including State matching funds in the amount of $17,500.

Tillamook County's request is for construction of the Nehalem River (CCC) Bridge Section on Foss Road. The new bridge will be 275 feet long and estimated to cost a total of $400,000 including State funds of $28,000.

Umatilla County has applied for a 1.2-mile project to grade, drain, curb, base and pave the Hermiston Highway-Umatilla/Stanfield Highway Section of Highland Avenue at an estimated cost of $240,000 with State funds of approximately $16,800.

Umatilla County has also requested a project to replace the McKay Creek (Shaw) Bridge on Spring Hollow Road at an estimated cost of $90,000 including State matching funds of $6,300.

Union County's project request is for construction of the Lookingglass Creek (Palmer Junction) Bridge Section of Forest Boundary Road. The 70-foot long bridge is estimated to cost a total of $100,000 including approximately $7,000 State funds.

Washington County has applied for a project to grade and pave the Tualatin Valley Highway-South City Limits (Cornelius) Section of South 10th Avenue and Golf Course Road at an estimated total cost of $340,000 including State matching funds of $23,800.

Yamhill County has requested three projects. The first is for construction of the Salmon River Highway-Deer Creek Section of Gopher Valley Road at an estimated cost of $220,000 including State funds of $15,400.

The second project is to grade and pave the 1.4-mile Hillcrest Road-Tindell Creek Road Section of Willamina Creek Road which is estimated to cost $200,000 utilizing $14,000 of State matching funds.

The third project is for construction of the Lafayette Highway-Webfoot Road Section of Palmer Creek Road. Estimated cost for this project is $160,000 including State funds of approximately $11,200.

This group of projects will appear on the agenda for your consideration at the September 28 meeting. I recommend your approval and request authority to sign the project agreements following negotiations.

Att.

MCH:sch ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
Don Harwell
V. E. Skoog
George Bell
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
W. E. Schwartz

HARNEY COUNTY
Proposed FAS-C Project

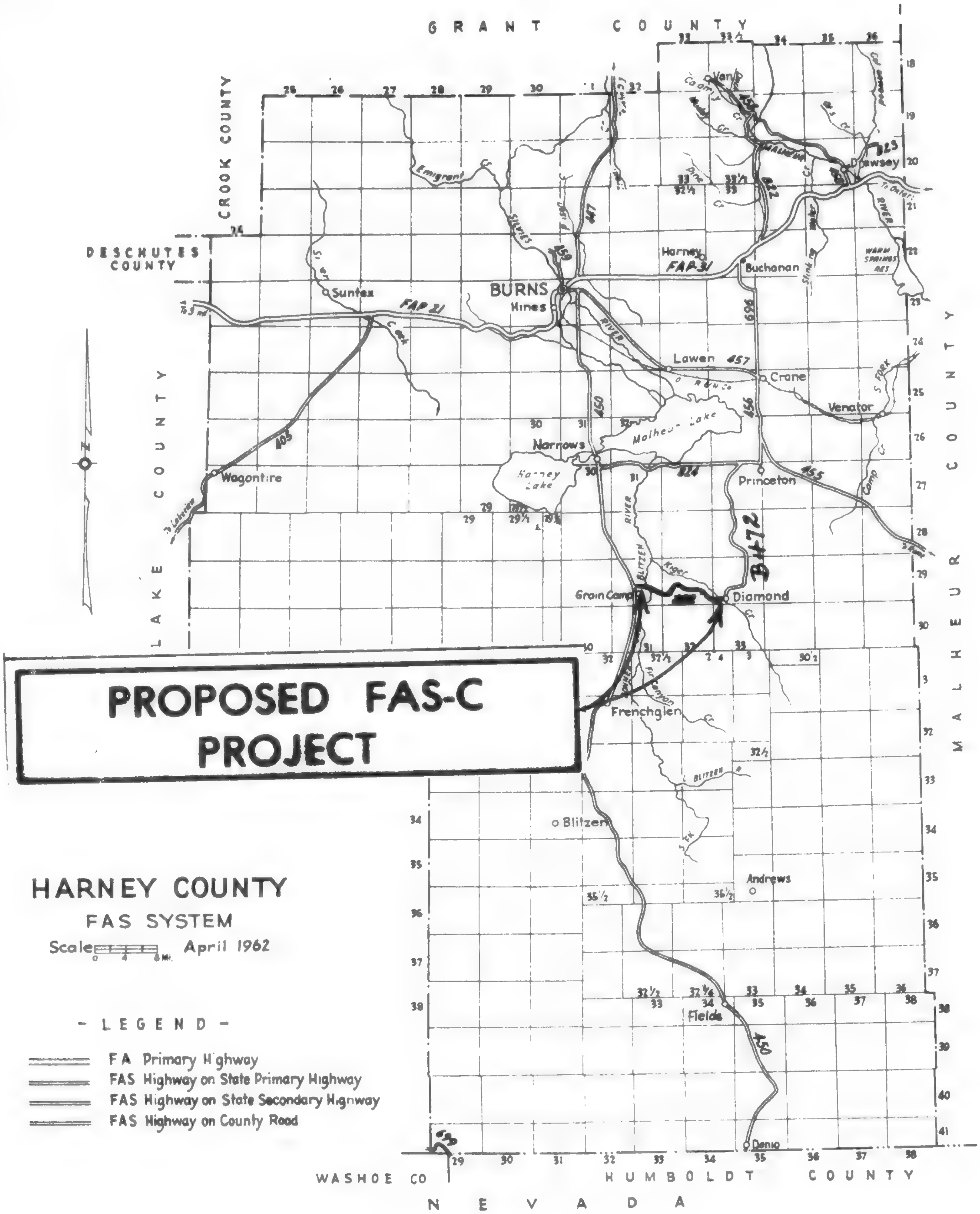
Frenchglen Highway-Diamond Maintenance Station Section
Old Diamond Highway, FAS B472
Surface and oil; 7.2 miles
$205,000

Place level course and a oil mat wearing surface 22 feet wide with 4-foot gravel shoulders. Through traffic will be maintained during construction and the contractor will sign the project outside the work area. Harney County has or will perform all grading, draining, and basing prior to award of contract.

No additional right-of-way will be required and a public hearing will not be necessary.

State will perform all engineering.

76-f
9/13/76



PROPOSED FAS-C PROJECT

HARNEY COUNTY

FAS SYSTEM

Scale 0 4 8 Mi. April 1962

- LEGEND -

FA Primary Highway
FAS Highway on State Primary Highway
FAS Highway on State Secondary Highway
FAS Highway on County Road

8513 SPO LON fas B-472 14
Harney Co

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

FRENCHGLEN HWY
Section ~~Rt. 205~~ Diamond Maintenance Station
Highway FAS ~~456~~ B 472
County Harney County

Date July 6, 1976, 19
Authorization No.
Survey Prefix 513-1990 (Assigned by Salem office)

Description of termini, route, length, etc.:

From Route 205, MP 40.7, easterly on FAS 456 to intersection of County Road 737, just east of Diamond Maintenance Station (Harney County) 7 miles ±.

Hopkins
Harwell
Holmes ✓
Prange R
Unrein

RECEIVED
DEC 20 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Purpose of survey:

To prepare plans, specifications and cost estimates for 3" level course and oil mat.

Estimate of cost:

Field	901	2,000
Plans	905	500
Soils	910	1,500
Specifications	921	500

RS-B472(1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 4,500
Previous authorization
Additional authorization requested
Additional authorization approved (Salem)
Total all authorizations approved (Salem)

Requests made by:
Roger Long
Regional Federal Aid XXX Engineer

Recommended for Approval:
Ralph Allen
REGIONAL CONSTRUCTION ENGINEER

N

Recommended for Approval:
Frank E.
Location Engineer

Approved:
E. J. Hunter
Deputy XXXXX State Highway Engineer

SP*23604-734

12-14-76
FAS-C

Rev. 10/29/75

8513

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Harney FAS No. 456 Date June 11, 1976
County Road Name Diamond
Section Name Rte. 205 – Diamond Maint. Station
Type of Project Leveling course and oil mat
Location of Project (Attach sketch map) Jct.Hwy. 205 & FAS 456 to Diamond Maintenance Statio
ADT 70 (60-'74 ADT) Design Speed 55

Is this request for county bridge design only? Yes ____ No x
county FAS bridge design? Yes ____ No x
Will County hire consultant for this project? Yes ____ No x

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type Penetration Mat
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width 24'

11' travel lane [illegible]

2. Shoulders: Type Crushed Rock
(AC, Pug Cold Mix, Oil Mat)
Width Each Side 3" Total Top Width 30 (24+6)

3. Grading and Drainage:
By County X County Date of Completion 7-24-75 By Contract ____

4. Bottom Base Course:
By County X County Date of Completion 7-24-75 By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract X

6. Binder Course: N/A
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface and Shoulders:
By County ____ County Date of Completion ____ By Contract X

8. Clearing:
By County X County Date of Completion 12-1-74 By Contract ____

9. Curbs:
Curbs Required? Yes ____ No X
Type Desired ____
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs ____

Cost	Total	Fed	State	County
	205,000	176,300	14,350	14,350

	1976	1996
ADT		
DHY		

RECEIVED
COUNTY & CITY SECTION
JUL 8 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE ☐
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes______ No__X__
If answer is No, which of the following applies?
Contrary to public safety________ Cost excessive to need or use__X__
Sparse population____X________ Area exempt from bike law__________
What is desired width of trail or walkway____________________________ft.
What type of surface treatment is desired__________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes______ No______
What type of separation from roadway will be used?____________________
____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes______ No______
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes______ No__X__

12. Will replacement be by: County____________________ Contract______________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes______ No______

14. Will County adjust structure to additional width? Yes______ No______

15. Will adjusted width be standard? Yes______ No______
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes______ No__X__

17. Does County wish sight posts installed? Yes______ No__X__

18. Does County wish State to permanently stripe project? Yes__X__ No______

19. Will County do striping? Yes______ No__X__

20. Does County wish guardrail installed? Yes______ No__X__
By County________________ Contractor________________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes______ No__X__
By seeding and mulching Yes______ No______
By rock blanket Yes______ No______
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes______ No__X__

23. Can through traffic be detoured? Yes______ No__X__

24. Must new detour be constructed? Yes______ No__X__

25. Will detour be constructed and maintained by County? Yes ______ No X

26. Will detour be constructed & maintained by Contractor? Yes ______ No X

27. Will County sign project outside work area during construction? Yes ______ No X

28. Will Contractor sign project outside work area during construction? Yes X No ______

29. Should contract provide for permanent signing? Yes ______ No X

30. Should State do permanent signing? Yes ______ No X

31. Will traffic signals be required? Yes ______ No X
If yes, give location and type desired ______________________________

32. Is project contingent upon other factors? Yes ______ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain ______________________________

33. Existing facility - Total top width 32'
Travelway width and surface ______________, ______________
Shoulder width and surface ______________, ______________

Remarks re Section I: All work except leveling course and oil mat and incidental survey has been done by County

II. BRIDGE PROJECT DATA

1 bridge involved and it is in place

1. Name of river or stream no work to be done

2. Name of bridge ______________________________

3a. Dimensions of existing bridge. Length ______ Roadway Width ______ Type ______
b. Dimensions of existing approaches. Type ______ Width ______ Shoulders ______

4. Type of design and material used in existing bridge. ______________________________

5. Location (please attach map with location marked): ______________________________
Section ________ Township ________ Range ________ W.M.

6. Desired width of proposed bridge ______________ Approx. length ________
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes______ No______
Upstream__________ Downstream__________ Width__________

8. Does County wish a particular type of bridge design? Yes______ No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)______________________________
____
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______ No______
Explain______________________________
____
____

10. Foundation Testing: By County? Yes______ No______
By State? Yes______ No______

11. Will County close road during construction? Yes______ No______

12. Can presently established road be used as detour? Yes______ No______

13. Must a new detour be constructed? Yes______ No______

14. Will detour be constructed & maintained by County: Yes______ No______

15. Will detour be constructed & maintained by Contractor? Yes______ No______

16. Will County sign project outside work area during construction? Yes______ No______

17. Will Contractor sign project outside work area during construction? Yes______ No______

18. Approaches or Connections: By County? Yes______ No______
By Contractor? Yes______ No______
Traveled surface: Type____________ Width____________
Shoulder surface: Type____________ Width____________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes______ No______

N.W. quadrant distance from structure________________
N.E. quadrant distance from structure________________
S.W. quadrant distance from structure________________
S.E. quadrant distance from structure________________

20. Guardrail: Desired on approaches or connections: Yes______ No______
By County____________ Contractor______________
Right side only? Yes______ No______
Both sides? Yes______ No______
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes______ No______
Use for detour? Yes______ No______
Removed by County? Yes______ No______
Removed by Contractor? Yes______ No______
Salvaged by Contractor for County? Yes______ No______
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes______ No______
By Contractor? Yes______ No______

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes______ No______ Size__________
Company____
b. Sanitary sewer mains: Yes______ No______ Size__________
Company____
c. Storm sewer: Yes______ No______ Size__________
Company____
d. Gas mains: Yes______ No______ Size__________
Company____
e. Power lines: Yes______ No______ Size__________
Company____
f. Telephone lines: Yes______ No______ Size__________
Company____
g. Other Utilities:____

24. Does County wish provisions made for future utility attachment to structure? Yes______ No______

25. Does County wish lightpost bases and conduit installed? Yes______ No______

26. Does County wish complete job of illumination in project? Yes______ No______

27. Is project contingent upon other factors? Yes______ No______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ______________________________

____

28. Existing roadway on either side of bridge:

N or E Side - Travelway surface and width ______, ______

Shoulder surface and width ______, ______

S or W Side - Travelway surface and width ______, ______

Shoulder surface and width ______, ______

Remarks re Section II: ______________________________

____

____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:

   By State? Yes __X__ No ______

   By Consultant? Yes ______ No ______

   By County? Yes ______ No ______

   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ______ No __X__

3. Construction plans and specifications to be prepared:

   By State? Yes __X__ No ______

   By Consultant? Yes ______ No ______

   By County? Yes ______ No ______

4. Does County desire center line to be permanently monumented as part of project? Yes ______ No __X__

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ______ No __X__

   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: No survey needed except width of leveling course and oil mat.

____

____

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 100' Minimum 80'

2. Is any additional right of way needed? Yes______ No X
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes______ No______

4. Should State negotiate and acquire right of way in behalf of County? Yes______ No______

5. Should State prepare options? Yes______ No______

6. Should material source site be included in right-of-way descriptions? Yes______ No X

7. Is there any merchantable timber on right of way? Yes______ No x

8. Will timber be reserved for owner? Yes______ No______
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes______ No______

10. Is a hearing necessary? Yes______ No X
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes______ No X
If yes, give type and name of utility company:______________________

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes______ No X
If yes, give type and name of utility company:______________________

13. Are utilities on existing right of way by permit_____or by franchise X
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes______ No X
If yes, give name of irrigation company or district______________________
and dates between which water can be turned off: From______________
To______________

15. Are there any railroad crossings? Yes______ No X

16. Name of Railroad ____

17. Number of tracks: Mainline __________ Siding __________ Total __________

18. Sight Distance: ____________________ (Left) ____________________ (Right)

19. Number of Trains: Passenger ________________ Speed ________________
Freight ________________ Speed ________________

20. Angle of Intersection: ____

21. Type of Existing Crossing: Grade ____ Overcrossing ____ Undercrossing ____

22. Existing Protection:
Advance warning signs ______ Automatic flashing ______ Stop Signs ______
Crossbucks ________________ Automatic bell __________ Gates __________

23. Proposed Protection: ____
____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes ______ No ______

25. Will railroad crossing be altered: Yes ______ No ______
If yes, specify: ____

26. Traffic Control Signing:
To be part of project? Yes ______ No X
By County? Yes X No ______
By State at County expense? Yes ______ No ______
(NOTE: These signs must be in place prior to acceptance.)

N/A
RCL

27. Striping:
To be part of project? Yes ______ No ______
By County? Yes ______ No ______
By State at County expense? Yes ______ No ______

28. Does County wish State to prepare P.U.C. hearing date? Yes ______ No X

29. Will P.U.C. application be made by State __________ or County __________?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes ______ No X

Remarks re Section IV: ____
____
____
____

V. MATERIAL SOURCES DATA

1. Gravel_____ Quarry X Cinders_____
2. Owner: County_____ State_____ Private_____ Other Federal
3. Location: S½ Section 3 Township 30 S. Range 31 E., W.M.
4. If County lease, what are royalty payments? None
5. Materials furnished by County: Borrow_____ Select Topping_____
   Base Course_____ Level Course_____ Mineral Aggregates_____
   Location_____
   Miscellaneous Items_____

Remarks re Section V: This Quarry is along State Highway 205, in the above Section, and was used as a source of crushed rock for Highway 205. It is on the Malheur Wildlife Refuge and they have given permission to use it.

VI. FINANCIAL DATA

1. Estimated Cost: $ 204,765.
2. Available FAS Funds $161,000 as of 12-1-75
3. Does County wish advancement of future Federal funds? Yes_____ No_____
   Amount Should not need any
4. Date match money is available July 1, 1976
5. Will there be any 100% County money? Yes_____ No X
6. Maximum amount of 100% County money available: $_____
7. Date County request letting: 2-1-77

Remarks re Section VI: Harney County should have enough F.A.S. funds available on 2-1-77 to do this project. The match money will be available at any time during fiscal year 1977.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement County Court Office
2. Environmental " " Office
3. Public Hearing " " Office

Remarks re Section VII: ______

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ______

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Dale White
County Judge or Comm. Chairman

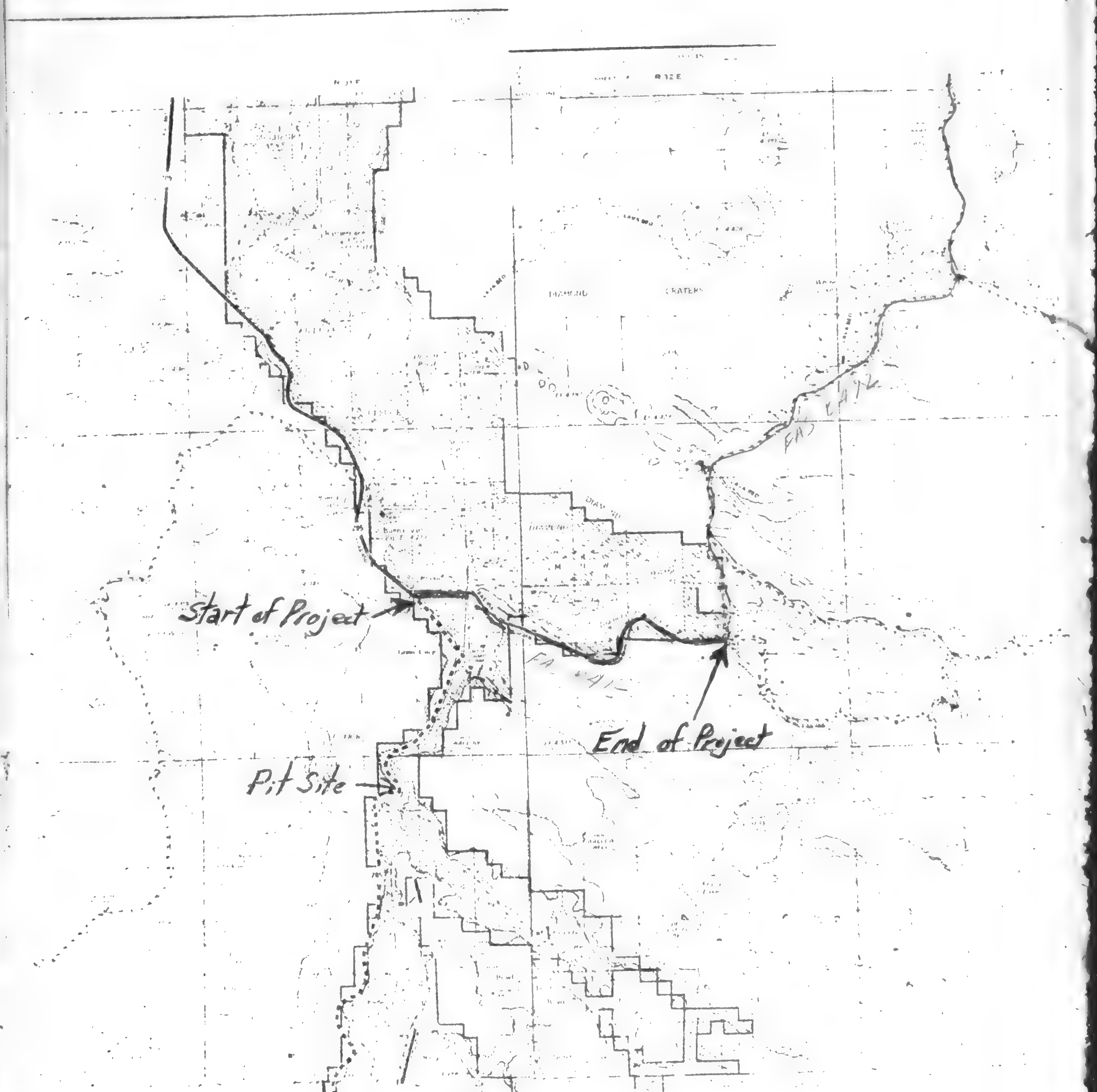
By George W. Purdy
County Commissioner

By
County Commissioner

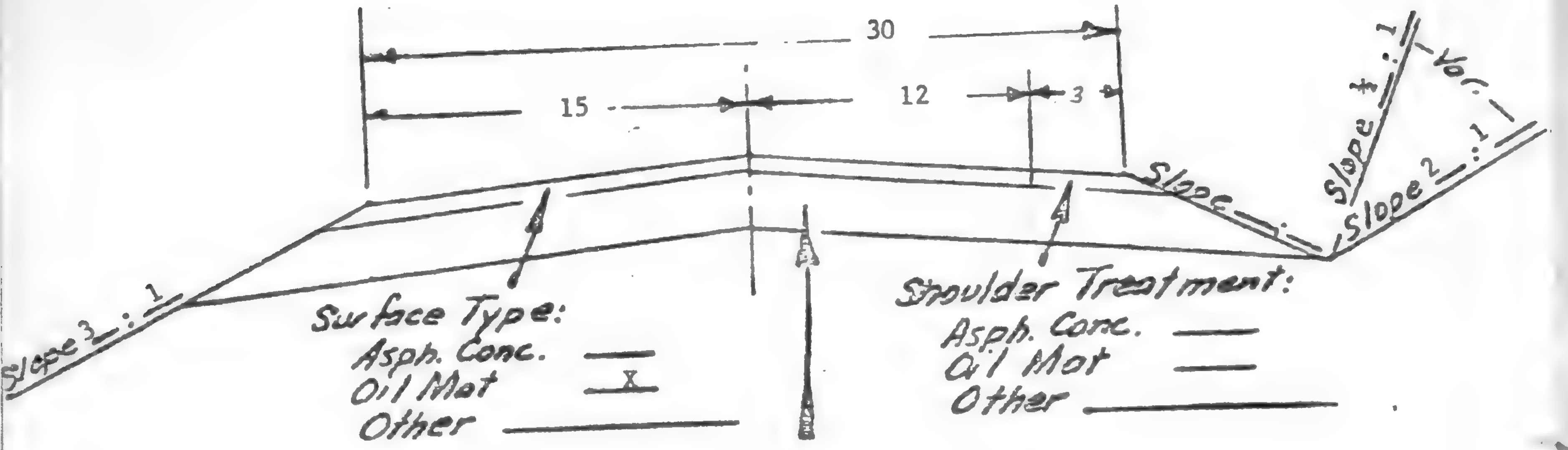
By Joseph R. Miles
County Engineer of Roadmaster

County Harney

Date June 16, 1976


DIAMOND
CRATERS
FAS 412
Start of Project
FAS 412
End of Project
Pit Site

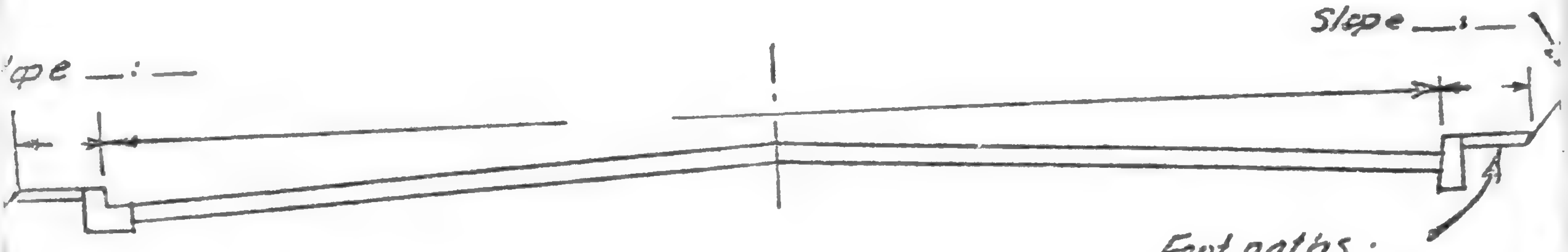
TYPICAL SECTION



Surface Type:
Asph. Conc. ___
Oil Mat X
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run Cinders
Crushed Stone ___
Asph. Treated ___
Cement Treated ___



Foot paths:
Asph. Conc. ___
Gravel ___

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___

FAS 456
Harney Co

8513

Harney County Road Department
Joseph R. Miles

BURNS, OREGON
P. O. Box 1147

June 4, 1976

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE JUN - 7 1976 L
☐ RDE RECEIVED ☐
REGIONAL OFFICE

Mr. Roger C. Lang
Regional Federal Aid Engineer
Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Dear Roger:

On February 17, 1976, I wrote to Mr. G. N. Hopkins about an F.A.S project which would be effective February 1, 1977. Mr. Robert H. Prange answered my letter and sent a copy of his and my letter to you on February 23, 1976. I was at a meeting of Oregon County Engineers and Roadmasters at Bend and was told by Don N. Harwell and Dick Nichols to submit this formal application as soon as possible.

A

I realize that there are probably forms to be filled out for a formal application for an F.A.S. project but I would like you to accept this letter as an application if possible. If not, would you please send the proper forms to me and I will complete and return them as soon as possible.

This project is on F.A.S. Road #456 and extends from its junction with Highway #205 (Frenchglen Road) to the County Roads Junction on the South line of Section 22, T. 29 S., R. 32 E.W.M. near our Diamond maintenance station. The work will consist of rock crushing, laying a leveling course of crushed rock and putting about 1 inch of inverse penetration oil on top of the leveling course.

Anything that you can do for us on this project would be greatly appreciated.

Respectfully,

Joseph R. Miles

Joseph R. Miles
County Road Supervisor

RECEIVED
COUNTY & CITY SECTION
JUN 9 - 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ DPE ☐

JRM:ed

Sent to Joe on
6-7-76 RCL

Prange
H

PROJECT MANAGEMENT
JUN 09 '76
REFER TO
FOR
Info
Investigate
R/D
Action
File
Letter
Service

fas 456
Harney Co

RECEIVED
COUNTY & CITY SECTION
JUN 9 - 1976
☐ ENGR. ☐ COOR. ☐ UE ☒ AE ☐ DE
☐ UPE ☐ CE ☒ RE ☐ UPE ☐

PROPOSED FISCAL YEAR 1977 PROJECT INFORMATION

Proposed Applicant: Harney Co.

Type of Federal Funds: F.A.S.

Street or Road: Diamond **F.A. Route No.** 456

Section: Hwy 440 - Diamond Maint Sta **Length:** 5±

Type of Work Involved:

	Yes	No	
Grading	x		shape
Paving	x		oil mat
Structures			
Signals			
Illumination			
Railroad Protection			
Right-of-Way			
Preliminary Engineering	x		
Other:			

* * * * * * * * * * *

Phases of Work (Only include phases of work that you anticipate proceeding with during fiscal year 1977):

Phase	Yes	No	Total Cost	
Preliminary Engineering			$ 4,000	est
Right-of-Way		x	$	
Construction			$ 70,000	est

Remarks: 5 miles ± - 45/50 miles from Burns

LEVEL 3" — $\frac{0.25 \times 28 \times 5280}{27} \times 5 + 10\% = 7529$ @ 5.00 = $37,645

O-11 Aggr 576 X 5 = 2880 CY + 10% 3168 C.Y. @ 7.00 22,176

Asph 12.02 X 5 = 60.1 Tons + 10% 66 Tons @ 90 5940

65,761

By

Title

Date

$\frac{0.25 \times 28 \times 5280}{27} \times 5$

RU:sch
5/17/76

8513

FAS 456
Harney Co

February 23, 1976

Joseph R. Miles
Harney County Road Dept.
P.O. Box 1147
Burns, OR 97720

Dear Mr. Miles:

This will acknowledge receipt of your letter of intent to apply for an FAS-C project on FAS 456. We are forwarding a copy of your letter to Roger Lang, Region 5 Federal Aid Engineer in LaGrande who will contact you to work out the details for submitting a project application.

The current unreserved balance of FAS-C funds have been spoken for, so any project application which you might make would have to be held until congress enacts legislation to provide for the next allocation of federal-aid highway funds. It is anticipated that such legislation will not be passed until May; consequently the receipt of funds and approval of your project would probably not be accomplished until June. With that in mind, it does not appear that your proposed project could be completed this year.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

RHP:dp

cc: Roger Lang

☐ ENGR. ☐ ASST. ☒ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

fas 456
Harney Co

Harney County Road Department
Joseph R. Miles
~~[illegible]~~
BURNS, OREGON

P.O. Box 1147
February 17, 1976

Mr. G. N. Hopkins
Project Management Section
State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

Reference to Mr. Penhollow's communication to County Engineers and Roadmasters of January 16, 1976, on F.A.S. - C Application for use of F.A.S. Funds. At a meeting of the Harney County Court on February 4, 1976, they decided to apply for a project for February 1, 1977.

Our project would be the crushing and laying of rock for leveling and base course of 4" and rock for an inverse penetration lift of approximately 1" on F.A.S. Road #456 from its junction with State Highway #205 in Section 22, T. 29 S., R 31 E. Also, we would do the inverse penetration. I have estimated this project to cost between $200,000. and $250,000. If I read Mr. Penhollow's communication correctly, Harney County had $104,087. on credit as of December 1, 1975, with $56,133. more due this year and possibly the same amount due next year. These total amounts, along with the 22% from State and County funds, should be enough for the project. All of this project would be contracted with the possible exception of rock hauling.

As there are no rock crushers permanently located in Harney County, we try to schedule our crushing at times when there will be crushers in the County. There is one in the County now which will finish paving a State and Federal highway this coming summer and then will be another one here this summer to crush approximately 120,000 cu. yd. for the Edward Hines Lumber Co. Therefore, if no one with a higher priority than us applies for all available money, then we would like to possibly contract this project about August or September 1976. If we do this, we may need to borrow from our 5-year advance monies.

Any consideration for this project as outlined above would be greatly appreciated.

Sincerely,

Joseph R. Miles

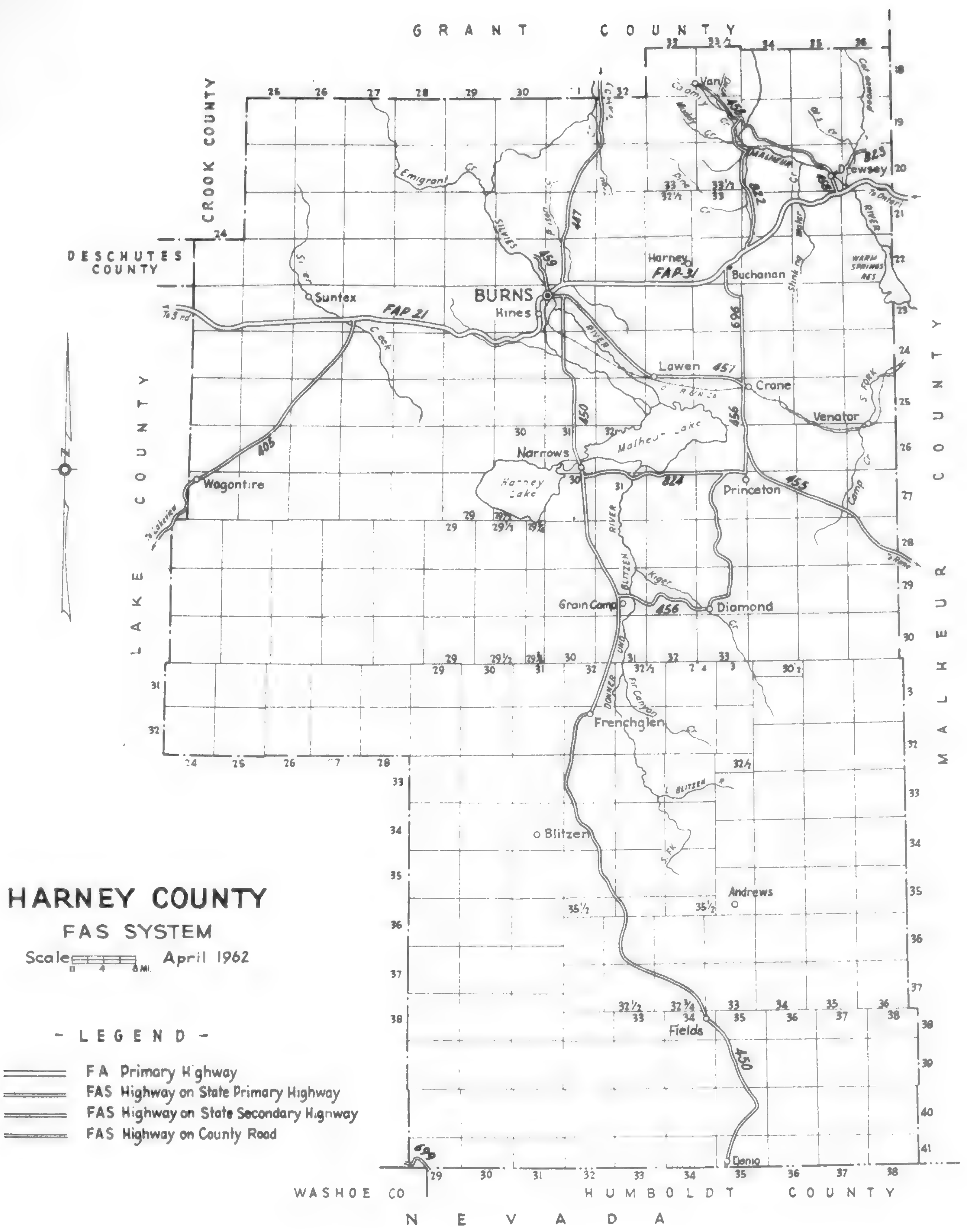
Joseph R. Miles
County Road Supervisor

JRM:ed

Prep
acknowledge ltr
H

PROJECT MANAGEMENT
FEB 18 '76
REFER TO
FOR

RECEIVED
COUNTY & CITY SECTION
FEB 19 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐



HARNEY COUNTY

FAS SYSTEM

Scale 0 4 8 Mi. April 1962

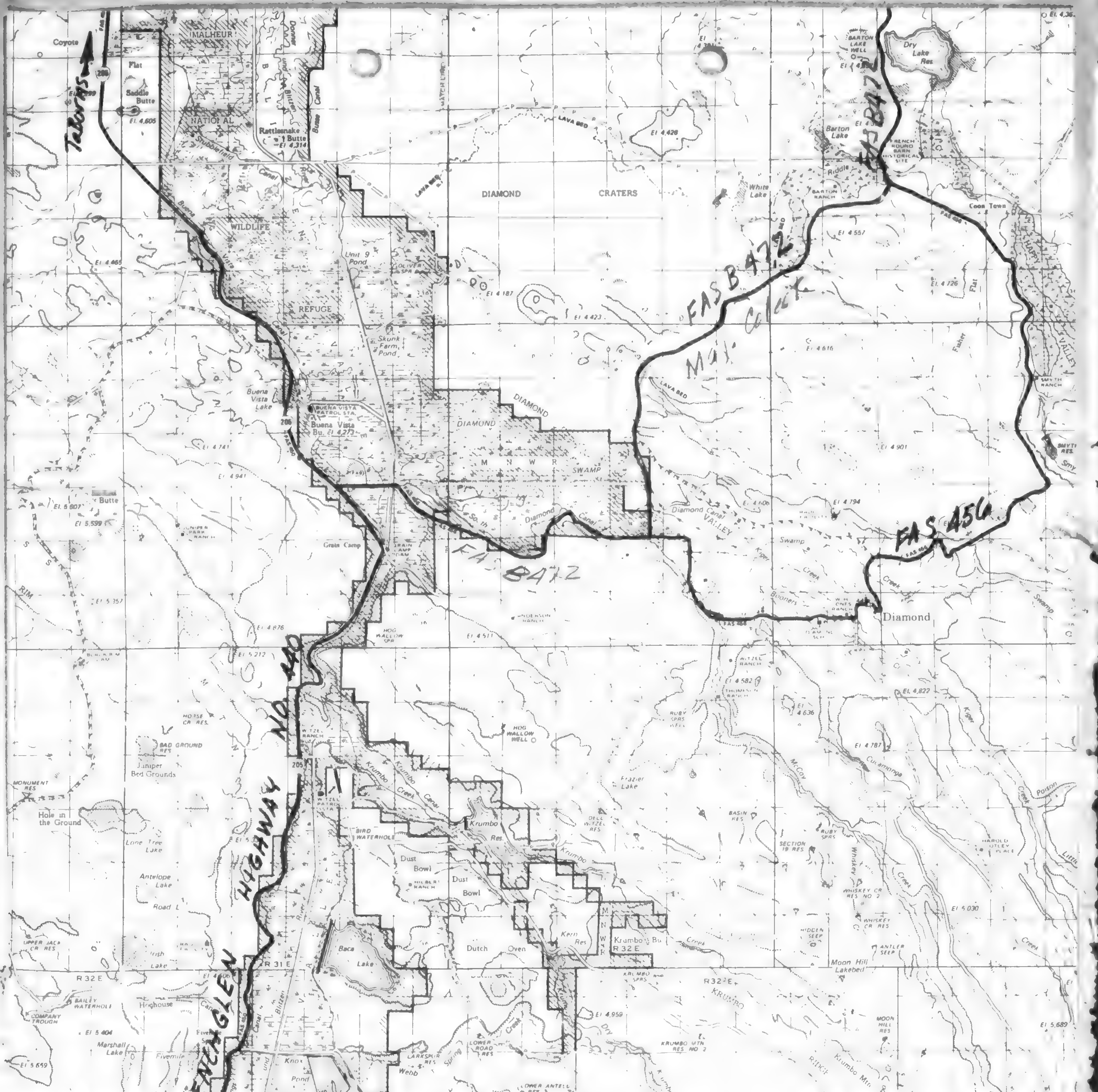
- LEGEND -

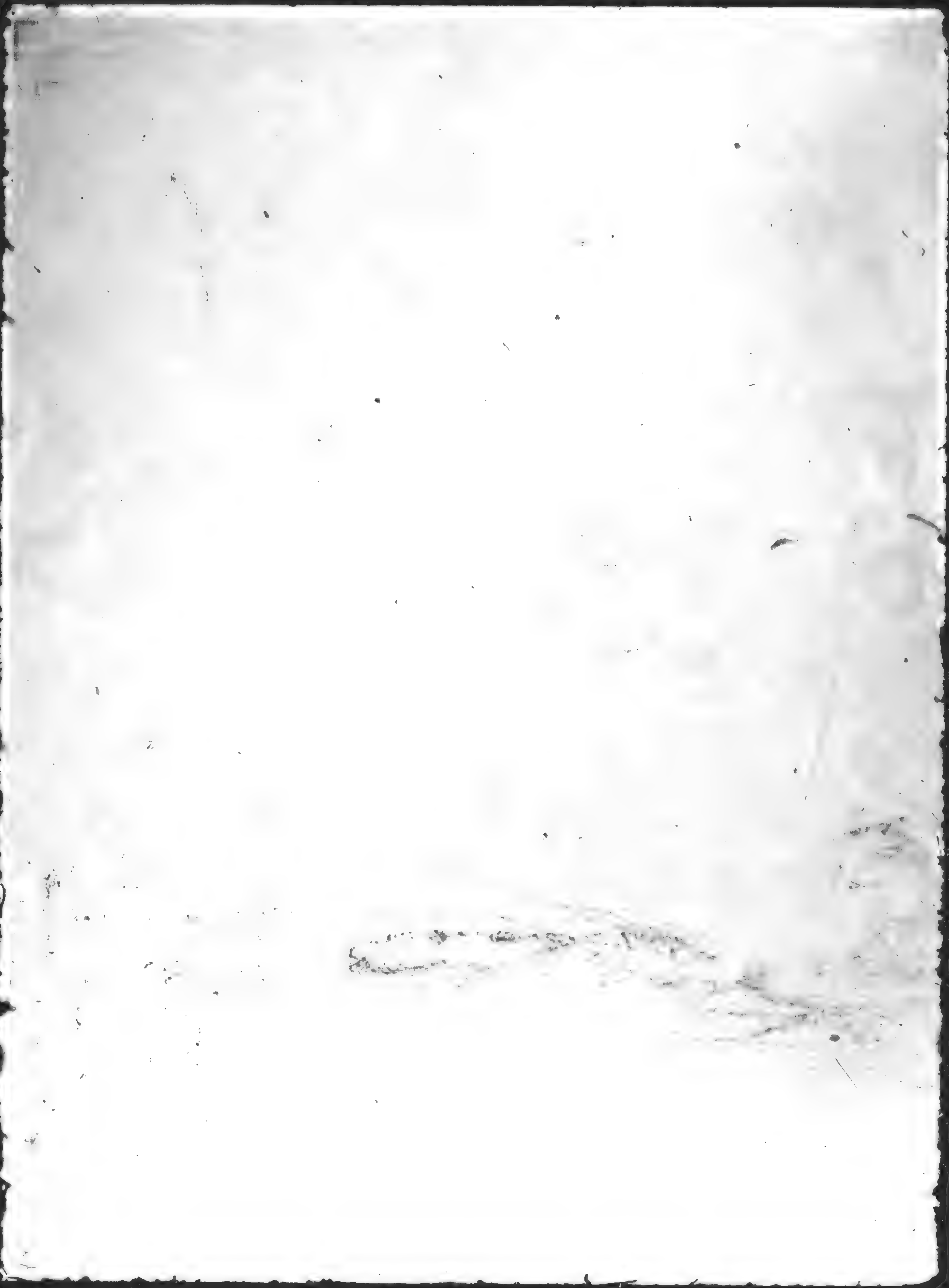
FA Primary Highway

FAS Highway on State Primary Highway

FAS Highway on State Secondary Highway

FAS Highway on County Road


To Burns
Coyote
Flat
Saddle Butte
El 4,605
MALHEUR
NATIONAL
WILDLIFE
REFUGE
Rattlesnake Butte
El 4,314
Stubblefield Canal
Busse Canal
DIAMOND CRATERS
LAVA BED
El 4,426
Dry Lake Res
Barton Lake Well
Barton Lake
FRENCH ROUND BARN HISTORICAL SITE
Riddle
Barton Ranch
White Lake
FAS B472
Coon Town
HAPPY VALLEY
El 4,557
El 4,726
Flat
Fisher
Unit 9 Pond
Oliver Spr
El 4,187
El 4,423
FAS B472
Mal. Creek
El 4,616
Skunk Farm Pond
Buena Vista Lake
Buena Vista Patrol Sta.
Buena Vista Bu. El 4,273
DIAMOND
DIAMOND
M N W R
SWAMP
South Diamond Canal
El 4,901
Smyth Res
El 4,741
El 4,941
Butte
El 5,607
El 5,599
Juniper Park Ranch
Diamond Canal VALLEY
El 4,794
Swamp
Kiger Creek
FAS 456
Grain Camp
FA B472
Booners
Jones Ranch
Diamond
RIM
El 5,757
El 4,876
Hog Wallow Spr
El 4,511
Anderson Ranch
Witzel Ranch
El 4,582
El 4,822
El 5,212
Ruby Sprs Res
El 4,636
Horse Cr Res
Hog Wallow Well
Bad Ground Res
Juniper Bed Grounds
FRENCHGLEN HIGHWAY NO 440
Witzel Ranch
Patrol Sta
Krumbo Creek Canal
El 4,787
McCoy
Cucamonga
Poison Creek
Frazier Lake
Monument Res
Hole in the Ground
Lone Tree Lake
Antelope Lake
Road L
Bird Waterhole
Dust Bowl
Dust Bowl
Hilbert Ranch
Krumbo Res
Krumbo
Basin Res
Section 19 Res
Ruby Sprs
Whiskey Cr Res No 2
Whiskey Creek
Harold Utley Place
Little Creek
El 5,030
Upper Jack Cr Res
Irish Lake
Baca Lake
Dutch Oven
Kern Res
Krumbo Bu
R 32 E
R 31 E
Hidden Seep
Antler Seep
Moon Hill Lakebed
R32E
Krumbo Sprs
R 32 E
KRUMBO
Bailey Waterhole
Company Trough
Hoghouse
El 5,404
Marshall Lake
Fivemile
El 5,659
Canal
Blitzen
El 4,959
Dry
Spring Creek
Lower Road Res
Larkspur Res
Knox Pond
Webb
Lower Antelope Res
Krumbo Mtn Res No 2
Krumbo Mtn
RIDGE
Moon Hill Res
El 5,689
Griffith Spr Res
Peanut L
Bridge Cr Canal
Donner und Blitzen
Knox Spr
Brenton Cabin
Webb Spr
Middle Res
New Road Res
Thompson Res
Gill Thompson Res
Horseshoe Res
Moon Hill El 6,347
Ham Brown Lake
El 5,432
El 5,491
Lake
El 5,437
Summit El 4,822
Antelope Spr
P Hill
FRENCHGLEN
FAS 460
P Ranch Patrol Sta
Warm Sprs
Sage Hen Res
El 6,408
Little Bridge Creek
RIDGE
El 6,310
Horton
El 7,018



8514 Lake Abert Rock Prod. Proj. 1977
N. of Lakeview

514

8

November 10, 1977

American Fidelity Fire Insurance Co.
c/o Besson & Company, Inc.
250 Central Building, 810 3rd
Seattle, WA 98104

Gentlemen:

On November 4, 1977, we wrote to you concerning release of final payment on Contract No. 8514 awarded to Asphalt Paving Co. for the Lake Abert Rock Production Project on the Lakeview-Burns Highway in Lake County.

Final payment on this contract is $1,070.77 and the total contract amount is $21,158.95. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Asphalt Paving Co.
350 Spring Street
P. O. Box 938
Klamath Falls, OR 97601

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

8514 49 N

LAKE ABERT "ROCK PRODUCTION"

Lakeview-Burns Highway
Lake County
Contract No. 8514   Prefix No. 19-8327

NARRATIVE REPORT

This project was awarded to Asphalt Paving Company of Klamath Falls, on May 2, 1977 for $59,650.00 to produce and stockpile Four (4) sizes of Oiling Aggregates totaling 9,700 Cu. Yds. Adding contingencies, and engineering the total project authorization was $68,299.25.

The contractor commenced work on May 11, 1977 when they began clearing for the plant site. Between May 11, and June 14 the contractor continued to clear plant site perform initial development of material source, and set up crusher. June 14 to June 20 all of the materials produce were rejected until he finally began producing an acceptable product of 1-1/4-3/4, and 3/4-1/2. The contractor continued to produce 1-1/4-3/4, and 3/4-1/2 until July 27 when they changed screens to produce 1/2-1/4 material. Production of 1/2-1/4 continued until August 17, at about which time the contractor decided to remove crusher from the site and haul all remaining material to stockpile from previously tested material at a source near Bly used on an earlier rock production contract.

During the course of this contract, the contractor had many problems producing the quantity of material as specified in the contract, and on July 19, 1977, he sent a letter to this office requesting that he be relieved of the remainder of his obligations. This request was forwarded through channels and on August 15, a Price Agreement was iniated to reduce the project quantities to approximately the final accepted quantities.

The problems encountered by the contractor were as mentioned in his July 19 letter; 1) Repeated equipment failures, 2) Inability to obtain experienced personnel and a warn out crusher. This is well documented by his production rate from June 20 through August 17th. Using Five (5) day work weeks as the contractor did, there were 42 days available, he produced approximately; (1,554 cu. yds, 1-1/4-3/4), (730 cu. yds. 3/4-1/2) and (500 cu. yds. 1/2-1/4), this comes out to be about 66 cu. yds. per day produced on the average, not good at all.

Even though the project quantities were reduced substanially, he still was charged 76 days liquidated damages. The final project cost is $27,845, a 59 percent underrun of the original project authorization.

Wayne F. Cobine
Wayne F. Cobine
Resident Engineer

REFERRED TO
Beard
Cole ✓
Eriksen
Hager
Dorn
Sample
Watson
Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Christensen
George
Olson
Terpin
Sullivan Copy
Scott
Savage

RECEIVED
OCT 24 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

STATEMENT OF OVERRUNS AND UNDERRUNS

Lake Abert "Rock Production"
Lakeview-Burns Hwy. Lake County
Contract No. 8514 State Project

TEM	ORIGINAL AMOUNT	SEMI-FINAL AMOUNT	PERCENT + or -
ontract Bid Items	$59,650.00	$26,845.45	- 55.0%
ontingencies	$ 2,684.25	$ 0.00	- 100%
ngineering	$ 5,965.00	$ 6,700.00	+ 12.3%
iquidated Damages 6 days @$75.00/day	-	$-5,700.00	
OTAL CONTRACT COSTS	$68,299.25	$27,845.45	- 59.2%

o.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
	1-1/4"-3/4" Material in Stockpile	Cu. Yd.	3,700	1,553.5	-58.0%
	3/4"-1/2" Material in Stockpile	Cu. Yd.	2,000	951.20	-52.4%
	1/2"-1/4" Material in Stockpile	Cu. Yd.	2,000	924.20	-53.8%
	1/4"-#10 Material in Stockpile	Cu. Yd.	2,000	902.00	-54.9%

A. #1 Documentation to Reduce all Bid Items.

The bid items were reduced to 1,850,900,900, and 900 respectively for items 1 thru 4. Only item No. 1 differed substantialy from the price agreement quantity. However this quanity in stockpile was acceptable at the time the price agreement was made and therefore is being accepted.

8514 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lake Abert

WEEK ENDING: October 14, 1977

SECTION PREFIX: 19-8327

HIGHWAY: Lakeview-Burns

COUNTY: Lake

NAME OF JOB: Lake Abert Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: Asphalt Paving Co.

CONTRACT NUMBER: 8514

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 2, 1977

DATE WORK STARTED: May 11, 1977

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED: +75

SPECIFIED COMPLETION DATE: July 15, 1977

PERCENT OF TIME ELAPSED: 200

PROJECT AUTHORIZATION: $68,299.25

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $62,334.25

ENGINEERING AUTHORIZATION: $5,965.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 50

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $29,624.25

ENGINEERING COST TO DATE: $6,700.00

DATE PROJECT WAS COMPLETED: September 29, 1977

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 52.11%

PERCENT OF AUTHORIZATION: 114 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	1-1/4-3/4 GRADING	3/4-1/2 SURFACING	1/2-1/4 MAINTENANCE MATERIALS	1/4-#10 OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,700	2,000	2,000	2,000	
TOTAL QUANTITIES CORRECTED TO DATE	1,530	900	900	900	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,554	951	924	902	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9	Fair			
MONDAY 10	Fair			
TUESDAY 11	Fair			
WEDNESDAY 12	Fair			
THURSDAY 13	Fair			
FRIDAY 14	Fair			
SATURDAY 8	Fair			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

All work was completed on September 29, 1977; Semi-Final submitted on October 12, 1977 to Region.

FINAL REPORT

SIGNED Wayne LOCATION Lakeview, Oregon
Wayne F. Cobine Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8514

9

August 12, 1977

Asphalt Paving Company
350 Spring Street
Post Office Box 938
Klamath Falls, OR 97601

Attention: Mr. Gene R. Byrnes

Gentlemen:

Lake Abert Rock Production
Contract No. 8514

This will respond to your June 24 request for a 30-day time extension and your subsequent July 19 letter to Resident Engineer Wayne Cobine requesting relief of the performance of the rest of your contract.

After reviewing your time request and the information available to us about the progress of the project, we do not find a valid reason for extending the contract time. A shortage or inadequacy of equipment is ordinarily not a valid reason. The State is incurring comparatively high engineering costs on the project and has also been deprived of the material for intended reoiling work this season. On the other hand, we appreciate your apparent position and do not wish to unnecessarily aggravate your economic loss. We are willing to cooperate with you in obtaining an early completion of the contract, in effect accepting it with a significant underrun of the intended quantities.

We intend to call bids in late September on a reconstruction project on the Lakeview-Burns Highway that could utilize the same material source that you are using. We are therefore willing to reduce the quantities on your contract to 1 1/4 - 3/4 and 3/4 - 1/2 that you have already produced and a similar prorated reduction of the two smaller sizes, if possible. This would give us a balanced and usable quantity of rock for oiling work that would be available in the event unforeseen circumstances prevent completion of the intended quantities of rock in some other manner.

The above objectives could be recorded by a documentary price agreement which would agree on the approximate reduced quantities and the related conditions as to pit clean-up and the time liquidated damages. Our present thinking is that the State should retain the liquidated damages that will have accrued, as there are apparent losses and even possibly additional loss to the public from the lack of timely performance. We suggest you contact the Resident Engineer to work out details of such a documentary agreement. If the above procedure is not acceptable to you, please advise me promptly.

Very truly yours,

C T Keasey

For H. S. Coulter
State Highway Engineer

cc Robert Boivin
Attorney at Law
110 N. 6th St.
Klamath Falls, OR 97601

American Fidelity Fire Ins. Co.
c/o Surety Insurance Services
P. O. Box 21308
Seattle, WN 98111

bc C. T. Keasey
Carl Williams
Wayne Cobine
Jack L. Sollis

JAB:fr ia

RECEIVED
JUL 20 1977
C. GUBINE
ENGINEER

ASPHALT PAVING CO. General Contractor

503/884-6521
P. O. BOX 938
350 SPRING STREET
KLAMATH FALLS, OREGON 97601

GENE BYRNES

July 19, 1977

Wayne C. Gubine, Resident Engineer
Oregon State Highway Division
616 N. Fourth St.
Lakeview, Oregon 97630

Re: [illegible]

Dear Sir:

I respectfully [illegible] above-mentioned [illegible] following reasons:

1. [illegible] crushing plant.

2. Equipment [illegible] our [illegible].

3. [illegible]

4. [illegible] with on-the-road [illegible].

5. [illegible] than the total value of the contract in the past [illegible] on the [illegible]

Thank you [illegible] this matter.

Yours truly,

Gene R. Byrnes

[illegible]

E--320 (Rev.)--5M 5-60

RECEIVED
JUL 13 1977
WAYNE F. COBINE
RESIDENT ENGINEER

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 24, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 60 days to 90 days, within which to complete our Contract No. 8514, without the assessment of liquidated damages. The said contract is described as follows:

Lake Albert Rock Production

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached

Respectfully submitted,

Asphalt Paving Company
Contractor

By Gene R. Byrne

CONSENT OF SURETY

Date June 30, 1977

We, American Fidelity Fire Insurance Company
c/o Surety Insurance Services, Inc.
P. O. Box 21308 - Seattle, Washington 98111, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
C. J. Huffman

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8514 Contractor Asphalt Paving Company

Highway Lakeview-Burns

Section Lake Abert

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~**GRANTED**~~. The reasons for such recommendation are as follows:

Contractor equipment breakdowns have been principal cause for delays and not eligible for consideration for time extension.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

State Printing 27929

Contract No. 8514

Project designation State
State-Federal

Date awarded May 2, 1977

Work started May 11, 1977

Per cent completed 15% (7-15-77)
Date

~~No. of Workdays Allowed~~ Specified Completion Date July 15, 1977

~~No. of Workdays Used~~ % of Time 100%

~~No. of Added Workdays Requested~~ Requested Completion Date Aug.15,1977

During the time we would normally have been in production with our crushing plant if a suitable state-controlled source were available, we were engaged in attempting to develope a material source in a previously unproven area. We graded an area for plant set-up adjacent to the prospective source which we were trying to develope, which took 4 days. After extensive exploration of the prospective new source, which took 14 days and during which we experienced equipment damage because of the extremely severe service encountered by our bulldozer, requiring 8 days to repair, we asked the State Resident Engineer and the State Geologist for permission to extend the source development adjacent to the existing, proven but exhausted source. This permission was granted to us and we subsequently discovered what appeared to be suitable material after 1 day of dozer work. We then attempted to produce the required aggregate commodities, but have been plagued with breakdowns in our electric generator set, even though it was rebuilt at the Caterpillor Shop just prior to moving to this job. We have continously and vigorously attempted to correct the deficiencies with the help of the commercial electric shop in Lakeview and the technical expertise of the former owner of the generator set. If we are still unsuccessful in restoring the generator set to working condition on Monday, June 27, 1977, we will attempt to rent or lease another generator set at that time and complete the contract. We therefore anticipate a completion date of August 15, 1977.

Respectfully submitted,

Asphalt Paving Company

by: Gene R. Byrnes

8514

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8514

Salem, Oregon

July 27, 1977

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Lake Abert Rock Production
Contract No. 8514
Request for Time Extension and Review

Herewith a request from Asphalt Paving Company of Klamath Falls for a 30-day increase in their contract time. The contract has a specified completion date of July 15. It calls for a total of 9,700 cubic yards of rock in stockpile in four different sizes. The contract amount is $59,650.

The contractor cites problems in developing the material source, and equipment breakdowns. This was a prospective source offered by the State and the Resident and Region recommend against the time extension as presented. Subsequent to preparing this time extension request, the contractor, under date of July 19, has submitted a letter requesting termination of the contract. This letter cites five reasons which basically seem to reiterate the reasons for time extension.

The contractor's rate of production has been pitifully slow. The Resident Engineer advised this morning that about 2,400 cubic yards out of the 9,700 yards required has been produced and the rate of production has not improved. I understand this aggregate was intended for some four miles of State force oiling in the vicinity this year.

Another factor to consider is that this same material source is slated to be offered for an upcoming project, N. Unit, Pikes Ranch-Valley Falls, which is on the bid schedule for April, May, June of 1978, but I find it is now slated for a September bid opening under a modified plan in order to get a project under contract to utilize FLH funding while it is available and before the area is withdrawn as a Historical Site in the National Register. The Region recommends termination of the existing contract partly because of this possible conflict with the upcoming project.

The contractor has been crushing the larger sizes first, so the rock we have at this point is not in balanced sizes to use for oiling work. Mr. Byrnes (the principal of Asphalt Paving Company) has just called me on this matter, was very humble and is simply pleading mercy to get out of this financial drain. He says he has spent over $40,000 so far. He describes the material coming out of the source as boulders, too large to put through his jaw crusher, which he says is a 20 x 36. He further states (and this is not in the information from the field) that he offered to haul material from a State-controlled gravel source at M.P. 67 to manufacture the stockpile material and was turned down.

RECEIVED
STATE HWY ENGR
JUL 27 '77
REFER Lewey
FOR
Info | Inves | R/D | O.R | Sign | All | File

Follow up as was discussed w/ you & Dick toward termination
HSC

The original bidding pattern on this project does not indicate anything out of line. There were three bidders within 11 percent of each other and the low bid from Asphalt Paving Company was only 6.1 percent under the engineers estimate.

Fortunately, this situation does not arise very often. I know of no precedent. My first inclination is to recommend seeking performance of the contract via the bonding company, if necessary.

On the other hand, if we emphasize any changes in circumstances since we entered into the contract, there may be basis to terminate as the most equitable procedure considering both the public interest and the contractor. We should try to avoid complicating the upcoming contract. The rock production project is a State project, so we do not have any federal funding jeopardized by noncompletion. An assessment of the liquidated damages that have accrued could be considered as offsetting extra State costs in maintaining the roadway for another season that would not be oiled this year as intended. Our engineering costs have not overrun as yet. Another alternative might be to crush enough of the smaller sizes to balance out with the material already produced and then terminate. My main concern is that we not be left with rock that would not be utilized. If we can find a satisfactory answer to that, I would recommend termination of the contract.

A review of the requirements of 108.11 covering terminations indicates a termination would have to be a formal action by the Commission. The circumstances the specification describes as reasons for termination do not seem to exist here. I do not believe there is a willful failure, or refusal on the part of the contractor to faithfully perform so far. This would be a termination by mutual agreement to do so. I have not prepared a draft answer pending discussion with you.

JAB:fr

Att.

cc: Robert Church
J. Sollis

J. 8514 49 1

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/25/77
Donald L [illegible]

[illegible]
~~3-24-77~~ Bid Letting ______ All Clear Deadline

SECTION Albert Lake Rock Production
Highway Lakeview - Burns
County Lake Region 4
Type of Work Rock Prod. Funds State
State ✓ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☒	
Negative Declaration	☒	☐	☐	☐	☒	
Project Assessment	☒	☐	☐	☐	☒	
Write-off Letter	☒	☐	☐	☐	☒	

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☒	
D.O.G.M.I.	☐	☒	☐	☐	☒	No anticipated problems
Corps of Engineers	☒	☐	☐	☐	☒	
Coast Guard	☒	☐	☐	☐	☒	
Co. Conditional Use	☒	☐	☐	☐	☒	
NPS Air Pollution	☒	☐	☐	☐	☒	
NPS Water Pollution	☒	☐	☐	☐	☒	

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☒	

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒	☐	☐	☐	☒	

8515 Willamette River (Springfield)19
Bridge on the McKenzie Hwy.
(Painting)

8515 8

May 8, 1978

Fireman's Fund Insurance Co.
1000 Plaza 600
Seattle, WA 98101

Gentlemen:

On April 26, 1978, we wrote to you concerning release of final payment on Contract No. 8515 awarded to Interstate Coatings, Inc. for painting on the Willamette River (Springfield) Bridge on the McKenzie Highway in Lane County.

Final payment on this contract is $1,000.00 and the total contract amount is $188,448.32. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Fireman's Fund Insurance Co.
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Interstate Coatings, Inc.
P. O. Box 68888
Seattle, WA 98188

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
A. Shirley

8515 REPORT NO 45 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: WILLAMETTE RIVER (SPRINGFIELD) BRIDGE

WEEK ENDING:

SECTION PREFIX: 20-4227

HIGHWAY: MCKENZIE

COUNTY: LANE

NAME OF JOB: WILLAMETTE RIVER (SPRINGFIELD) BRIDGE

KIND OF WORK: PAINTING

CONTRACTOR: INTERSTATE COATINGS, INC.

CONTRACT NUMBER: 8515

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: MAY 2, 1977

DATE WORK STARTED: MAY 23, 1977

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 100

WORK DAYS USED: 92

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 92.0%

PROJECT AUTHORIZATION: $ 206593.84

EXCLUSIVE OF ENGINEERING: $ 190211.95

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 188448.25

ESTIMATED PERCENT: OVERRUN UNDERRUN 0.9 %

ENGINEERING AUTHORIZATION: $ 16381.89

ENGINEERING COST TO DATE: $ 21217.59

This Week: 0.00

PERCENT OF AUTHORIZATION: 129.5 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99.1%

DATE PROJECT WAS COMPLETED: March 10, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~BRIDGE NO.~~	PAINTING							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				PROJECT WORK COMPLETE
MONDAY	Partly Cloudy			
TUESDAY	Mostly Cloudy			
WEDNESDAY	Mostly Cloudy			
THURSDAY	Showers			
FRIDAY	Mostly Cloudy			
SATURDAY				

RECEIVED
APR 3 1978
CONSTRUCTION
BRANCH

Kasey K
Jackmond g
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Willamette River (Springfield) Bridge - for week of March 26, thru April 1, 1978.
MONDAY	Project work complete.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project work complete. Semi-final submitted March 28, 1978.

Final inspection held on March 17, 1978 by Jim Gix, Region.

FINAL REPORT

SIGNED Ellis H Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

8515

45

FORM 2-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1976

To: MEMO TO FILE

SUBJECT: Willamette River (Springfield Bridge)
Hwy. No. 15, M.P. 1.33W
Painting, Remodeling Contract

The following people met the District 5 Bridge Crew at the bridge site to inspect the existing paint:

Bill Bangert,	Region 2 Bridge Inspector
Jack Davis,	Foundation Engineer
John Wood,	Bridge Maintenance Engineer

Ray Davis from Ellis Jones' crew was also present.

About three random spots were sandblasted with #3 green diamond sand. The following conclusions were generally agreed on by all present.

The bridge needs painting above deck and a portion below the sidewalk, including the bottom chord. The portion below deck (the floorbeams and stringers) does not need paint at this time and can be excluded from the contract.

The paint could not be feathered to allow partial blasting to clean metal. The paint seemed dead and brittle at the edges of a blasted area. It could readily be loosened from the metal surface. There was also loose mill scale under the paint in varying degrees.

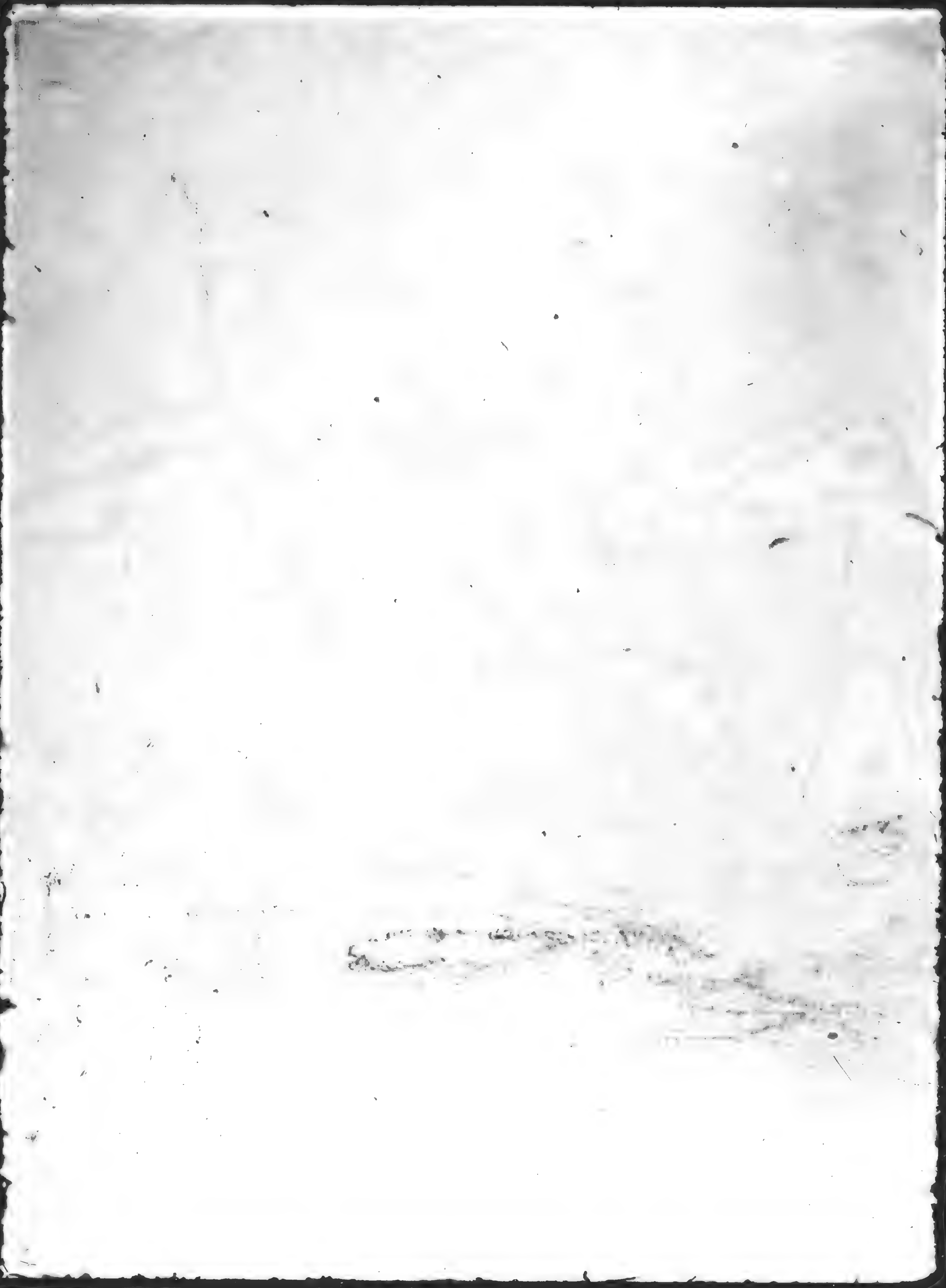
There are a few members on the structure with three closed sides and one open side with lacing. The paint on the interior of these members appeared sound but it was not possible to blast the lacing without distrubing this paint.

It is recommended that the specifications for this contract call for a complete commercial blast above deck and on the bottom chord and sidewalk brackets.

JHWood
John H. Wood
Bridge Maintenance Engineer

RECEIVED
JUL 9 1976
Office of
Assistant State Highway Engineer

JHW:ji
cc: R. L. Schroeder ✓
W. J. Hart
Jim Gix
Bill Anhorn, Ellis Jones



8516 Oregon Coast Hwy. at N.E. 1977
20th St. (Newport) Sec.
(Traffic signal install.)

LcA 5912 2-18-77

#8516

8

September 7, 1977

Great American Insurance Company
Pacific N.W. Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Gentlemen:

On August 31, 1977, we wrote to you concerning release of final payment on Contract No. 8516 awarded to Hamilton Electric, Inc. for traffic signal installation on the Oregon Coast Highway at N.E. 20th Street in the City of Newport, Lincoln County.

Final payment on this contract is $500 and the total contract amount is $17,536.40. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Hamilton Electric, Inc.
232 W. 5th
Eugene, OR 97401

Smith & Crakes, Inc.
58 W. 11th Avenue
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
John Sheldrake

STATE OF OREGON

INTEROF CE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: August 30, 1977

FROM: RD Church for
C. T. Keasey, Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 8516, Work Completed July 12, 1977

Project Ore. Coast Hwy. at N.E. 20th St. (Newport)

Highway Oregon Coast

County Lincoln

Type of Work Traffic Signals

Contractor Hamilton Electric, Inc.

Recommended Acceptance Date August 30, 1977

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:bb

cc: R. D. Church

RECEIVED
STATE HWY ENGR
AUG 30 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 8/30/77

81-125-1387

8516 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Oregon Coast Highway @ N.E. 20th St. (Newport)

WEEK ENDING: 16 July 77

SECTION PREFIX: 21-8201

HIGHWAY: Oregon Coast

COUNTY: Lincoln

NAME OF JOB: 20th St. Traffic Signal

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Hamilton Electric, Inc.

CONTRACT NUMBER: 8516

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: 9 May 77

DATE WORK STARTED: 20 May 77

ESTIMATED COMPLETION DATE: 31 July 77

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 2 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 60

CALENDAR DAYS USED: 54

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 90%

PROJECT AUTHORIZATION: $ 41,792.73

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 38,142.71

ENGINEERING AUTHORIZATION: $ 3,650.02

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 38,142.71

ENGINEERING COST TO DATE: $ 3,559.

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 98 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
1 - 85 CFM Compressor 1 - Ladder truck & Pickup
1 - Pavement Sawing Machine with truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	July 10	Clear	52		
MONDAY	11	Ptly Cloudy	53		
TUESDAY	12	Cloudy - AM Clear - PM	54		
WEDNESDAY					JUL 18 1977
THURSDAY					
FRIDAY					
SATURDAY					

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

10 July 77 SUNDAY	No Activity
11 MONDAY	Final Connections to all terminal cabinets & checked out system, placed cement bases on strain poles & pedestrian Poles.
12 TUESDAY	Completed PA 2, removed all construction signs, All required tests were made & were within specified limits. State Electronics Crew on project put Signals into operation. Left turn signal will be in operation after overlay is completed "As of July 12, 1977 calendar work day count stopped, This is the final weekly report."
WEDNESDAY	
THURSDAY	
FRIDAY	State stripping crew painted stop bar for South bound traffic.
SATURDAY	

REMARKS

" As of July 12, 1977 calendar work day count stopped, This is the final weekly report," due to contract being complete.

SIGNED Charles W. [illegible] LOCATION NEWPORT

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#8516

Hwy I

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

TO: Bob Burco
Director of Transportation

DATE: April 8, 1977

FROM: Scott
Scott Coulter
State Highway Engineer

SUBJECT: Highway problems in Newport

Here is additional information about items in your March 25 memo.

HSC:ia

Att.

cc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
John Sheldrake
L. E. George

[illegible]

RECEIVED
APR 8 1977
OFFICE
DIRECTOR of TRANSPORTATION

NC ID
H. S. COULTER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PUB 10

INTER-OFFICE CORRESPONDENCE
April 5, 1977
Salem, Oregon

John W. Sheldrake

FROM: John W. Sheldrake
REGION II ENGINEER

SUBJECT: Highway Problems in Newport

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
APR 6 '77
REFER TO
FOR

The following is in response to Mr. Burco's letter of March 25.

Forfar, M.P. 146.65, US 101

The third matter mentioned we suspect is a small subdivision called "Forfar," as problems related to access have come up before; the Region Traffic Engineer has investigated this location on prior occasions.

The primary entrance to the group of dwellings known as Forfar is at "B" Street, approximately 4.7 miles south of the Yaquina Bay Bridge. "B" Street is a public way, that is, not on the county road or any other system. The gravel surfacing varies in width from 12 to 18 feet.

The location is essentially similar to many private accesses along US 101. The 1976 ADT in this area on US 101 ranged from 4,000 to 4,300. In the period from January 1, 1971 through June 30, 1976 there were no reported accidents at or near this intersection. There was one parking accident approximately 100 yards from this intersection.

The Oregon Coast Highway at this location is tangent, affording an excellent passing opportunity. Sight distance north and south from the side road is excellent.

It is not recommended that this intersection be considered for channelization improvements or other traffic control devices.

Siletz Highway #181 - remaining unpaved section

The remaining unpaved 4.18 miles of this highway lies between M.P. 10.05 and 14.23. An equipment rental grading project between M.P. 10.05 and 11.38 was completed in 1975. No improvement-type work has been done between M.P. 11.38 and 14.23 nor has any right of way been acquired.

Estimated costs in 1977 dollars to complete paving to minimum standards, i.e. 26'-28' subgrade, 22' pavement are:

M.P. 10.05 to 11.38: Additional base rock and paving:

Additional base rock = $28,000
Asphalt concrete pavement = 80,000
Total $108,000

M.P. 11.38 to 14.23: Grading, base rock and paving. Purchase of right of way not included.

	State Forces	Equipment Rental Contract	Reconst. to 1968 Location Survey
* Grading	$200,000	$430,000	$1,732,000
Base rock	120,000	120,000	224,000
Asphalt concrete pavement	171,000	171,000	54,000
TOTAL	$491,000	$721,000	$2,010,000

Total costs, therefore, (not including right of way required between M.P. 11.38 and 14.23) range between $599,000 and $829,000 dependent on extent of contracting, for minimum-standard alignment and surfacing.

These cost estimates are based on factored (inflated) contract and state force actual costs for work performed on this highway in the recent past.

Reconstruct to 1968 Location Survey

For purposes of comparison, a rough estimate of cost based on the Reed Creek-Cedar Creek 1968 location survey was extracted for the M.P. 11.38 to M.P. 14.23 section amounting to $2,010,000. This is a pro-rata estimate but is based on 1976 average unit prices. The typical section calls for 32 feet of pavement. Right of way costs are not included.

* I question our ability to perform grading work for half cost of equipment rental contract.

HSC

Other comments

The 1976 ADT at M.P. 13.70 was 210. The ADT ranges from 870 just east of US 101 at the northerly end to 2,050 just north of US 20 at the southerly end of the highway.

There is no work scheduled on the Four-Year Improvement Program. There is a potential for further statutory limitation on the size of project that can be undertaken with state forces (currently $50,000) during the 1977 legislative session. There exists a 1968 location survey through this section that has not been built due probably to excessive cost. Right of way is cloudy and any substantive improvement would require "sliver" acquisitions. Mr. Burco was questioned concerning this highway during a public meeting in Newport on March 23 and the Lincoln County Commissioners also expressed interest at a meeting in Newport the afternoon of March 24. There was an implication of possible future acceptance of the Siletz Highway as a county road if it was improved (paved).

With the present need for preservation and improvement funds, it does not seem likely that we would commit to these levels of funding for improvement. Although the gravel section requires relatively frequent blading to keep potholes under control, the section was in reasonably serviceable condition when I went over it March 24.

JWS/dea
cc: Howard Johnson

H. S. Coulter
State Highway Engineer

March 25, 1977

Bob Burco
Director of Transportation

Highway problems in Newport

Three questions were posed to me in a public meeting in Newport Wednesday evening, March 23.

One had to do with the scheduling of a traffic signal improvement on NE. 20th Street and US101, which was raised by Charles Littlehales, District Judge, and Mayor John D. Brenneman. If it is possible to move this signal up from mid-July to early June, I am sure they would appreciate it. I would like to know what difficulties, if any, would be in doing that.

The second subject had to do with the remaining three or four miles of gravel on Route 229, which has been scheduled for surfacing three or four times in the past and then delayed.

A third matter had to do with an access 4.9 miles south of the bridge at Newport in a small area involving about 40 homes. When I find my more specific notes, I can identify that problem in more detail, but I would like to review the traffic signal and 229 issues with you early next week.

RAB:fn

cc Fred Klaboe
Alan Lightner

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

DATE: March 25, 1977

TO: H. S. Coulter
State Highway Engineer

FROM: F. B. Klaboe
Chief of Operations

SUBJECT: Maintenance Exchange Program
Lincoln County

During his visit with Lincoln County officials this week, Mr. Burco, in the company of Sheldrake and Johnson, discussed the possibility of trading maintenance work between Lincoln County and our forces.

One of the items that did come up was the possibility of saving some dollars and becoming more efficient where duplication may exist. An additional idea that surfaced was the possibility of us finishing the paving of the Siletz Highway (229) and the County taking it over as a county road.

There may be other ideas that are worth exploring--perhaps with Lincoln County now and other counties in the future involving exchange of highways in accordance with our functional classification study.

The first project though, in this perhaps long-range assignment, would be to deal with Lincoln County to see what potential exists there for improved efficiency. In that regard, I suggest you assign Johnson and Sheldrake to investigate the possibilities and report back within the next couple of weeks.

FBK:srb

cc: Robert A. Burco

RECEIVED

#3516

April 4, 1977

Hon. John D. Brenneman
Mayor, City of Newport
810 S. W. Alder Street
Newport, Oregon 97365

Dear Mayor Brenneman:

Thank you for your letter of March 28 and for the discussion held with me the evening of March 23 in Newport concerning the traffic signal at Highway 101 and N. E. 20th Street.

I viewed the physical location of the proposed signal prior to leaving Newport, and have reviewed the matter with our traffic engineers here in Salem upon my return.

My understanding is that you wrote Governor Straub in February with a similar concern, and our response is the same; that is, the contract for letting has been advanced to the earliest possible date on a monthly letting schedule--that of April 28, 1977. We are making use of State materials to shorten the time required for the contractor to provide the services, but we do not carry on these construction projects ourselves. It is a well-established division of responsibility between the State agency and the private sector that private contractors provide these services and bid competitively to provide them.

As far as I can ascertain, any delays involved in this process has been primarily due to the funding aspects for the signal originally.

I am sorry that these things seem to take so long to work out, and I am concerned that the people around the State become aware of our limited financial resources and our inability to provide new developments in the form of traffic signals, by-passes, and other forms of traffic relief. It does not seem generally known that the inflationary costs of recent years have drastically limited our ability to provide facilities and services that Oregonians have grown to expect from the Transportation Department. It is a strong desire of mine to inform the public as to the need for increased resources, so that this decline in services can be soon reversed.

Sincerely,

Robert A. Burco
Director of Transportation

RAB:fn

cc Rep. Max Rijken
bc F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. L. Schroeder
L. E. George
John Sheldrake

CITY OF NEWPORT
810 S.W. ALDER STREET
NEWPORT, OREGON, 97365
(503) 265-5331

OFFICE OF THE MAYOR

March 28, 1977

Mr. Robert A. Burco
Department of Transportation
135 Highway Building
Salem, Oregon 97310

Dear Mr. Burco:

I appreciate very much the fact that you were able to visit Newport last week to listen to local concerns. By now, I am sure you have had time to review the traffic signal at Highway 101 and N.E. 20th St. in Newport.

Have you any suggestions as to being able to advance the time table for its construction so that it could be installed prior to the summer tourist season? Any consideration that could relieve the congestion in that area would be greatly appreciated.

Sincerely,

CITY OF NEWPORT

John D. Brenneman
Mayor

JDB:mjw

RECEIVED
MA[illegible] 1977
OFFICE
DIRECTOR [illegible] TRANSPORTATION

COMMERCIAL FISHING * SPORT FISHING * OCEAN BEACHES * TOURIST CENTER * MARINE SCIENCE CENTER * SEA PORT * LUMBER INDUSTRY

#8516

I, 1

Hwy

April 4, 1977

Hon. Charles P. Littlehales
Judge, Lincoln County District Court
Lincoln County Courthouse
Newport, OR 97365

Dear Judge Littlehales:

Thank you for your letter of March 31, following up our evening meeting in Newport last week.

I appreciate your concern for the traffic signal at the North Coast Highway and 20th Street in Newport. I made a special effort to visit that site last week before leaving your community.

I checked with our traffic engineers since returning to Salem, and find that the contract letting for this signal has been advanced to the earliest possible contract letting date of April 28. The time for contract performance, by whichever contractor is selected, is being shortened to an absolute minimum by the use of State material. We are not in a position to do this type of construction with our own forces, as it is a long-standing policy of the State to contract for services of this kind with the private sector. Any departure from that policy at this time would set a dangerous precedent. With these expeditious measures, the normal time to install the signal is shortened considerably. Although July-August may seem a long delay, it is involved in the contract process and not by any slowness in State priorities.

My own understanding of the initial delay had to do with the relative shortness of State funds for all types of construction, including those of traffic signals. Once it was determined that the City of Newport, as well as the affected private enterprises, was able to agree upon sharing the cost, I believe that we moved ahead as swiftly as possible.

I appreciate your concern and those of other members of the Newport community. I believe that we are, thus, responding as quickly as possible to your concerns.

Sincerely,

Robert A. Burco
Director of Transportation

RAB:fn

cc Rep. Max Rijken

bc F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. L. Schroeder
John Sheldrake
L. E. George
Max Klotz

Charles P. Littlehales, Judge
Lincoln County District Court

Lincoln County Courthouse
Newport, Oregon 97365
(503) 265-2541

March 31, 1977

The Honorable Robert A. Burco
Director
Oregon Division of Transportation
Room 135, Transportation Building
Salem, Oregon 97310

Dear Mr. Burco:

Thank you for coming to Newport last week to hear road problems of this county. I want to follow up our conversation we had at the meeting with this letter in order to point out what I feel to be the necessity of immediate action on the traffic signal at North Coast Highway and 20th Street in Newport.

I served as District Attorney in this county for seven years and now I am serving as Judge of the District Court where the majority of traffic cases which occur in this county are heard. Therefore, I feel that I have the necessary background to point out a real traffic hazard when I see one. However, I don't wish to mislead and I would point out that I live in the affected area.

Newport has a high volume of traffic which proceeds north and south on highway 101 through the town. Prior to the opening of Payless, Safeway, Sprouse-Reitz, Oregon Liquor Store and other shops in the shopping center on N.E. 20th the intersection was a hazard, however, the volume of traffic in and out was such that the accident rate was not critical. However, now there are thousands of people visiting the shopping center on a daily basis and the volume of cars there has caused this area to have a very high accident rate. I have had the occasion to come upon the scene of three accidents so far, and this doesn't account for all those that I missed. In this particular area of town the cars proceeding north are speeding up to achieve the 55-mile basic highway speed, and the cars coming into town have not yet reduced their speed to the 35-mile zone, and even with heavy radar enforcement that cannot be changed.

Even if the cars were to slow down to the 35-mile zone, all this would do is to create the additional problem that the interval between the cars would be narrowed and it would be even more difficult for the shopping complex cars to get in or out.

It seems to me to be a tragedy that we are going to have to have a death at that intersection before we get the necessary traffic control due only to the State dragging its feet. It is my understanding that the money is there and the State has known for a long period prior to the opening of the shopping center that there would be a traffic problem but declined to do anything about it until the center opened and a traffic study could be made. This study has been completed and the need for a light has been determined, however, now we are informed that the earliest date this light can be installed would be July. Our high volume traffic will start in May, and, as I have stated, it seems to be a tragedy that someone will have to be killed while we await the installation of this light. As a private citizen and as a District Judge involved in dealing with traffic problems, I ask that you take every means within your power to expedite the installation of this traffic light.

Thank you for your cooperation in this matter.

Sincerely,

Charles P. Littlehales

CPL/gs

RECEIVED

516

March 29, 1977

The Honorable Mark O. Hatfield
United States Senator
463 Russell Senate Office Building
Washington, D.C. 20510

Dear Mark:

Every effort is being made by the Highway Division to have the traffic signal on US101 at Northeast 20th Street in Newport installed by mid-summer of this year. The project will be let to contract on April 28, 1977.

In order to facilitate its installation, the State will provide the contractor with the signal equipment and the poles. In this manner, we hope to have the signal in operation by the first of August.

As you well recognize, the procedures for getting a project to contract are very time-consuming. Once the agreements between the Highway Division, the City of Newport, and the Shopping Center were signed, our staff proceeded as rapidly as possible. It is unfortunate that we are unable to respond to projects as quickly as people believe we can. If we were not supplying the equipment for this one, it is doubtful the contractor could complete it by the first of October.

Sincerely,

F. B. Klaboe
Chief of Operations

bc: Robert A. Burco
H. S. Coulter
R. L. Schroeder
L. E. George

RLS:ab srb

8-

15

HENRY M. JACKSON, WASH., CHAIRMAN

FRANK CHURCH, IDAHO
LEE METCALF, MONT.
J. BENNETT JOHNSTON, LA.
JAMES ABOUREZK, S. DAK.
FLOYD K. HASKELL, COLO.
DALE BUMPERS, ARK.
WENDELL H. FORD, KY.
JOHN A. DURKIN, N.H.
HOWARD M. METZENBAUM, OHIO
SPARK M. MATSUNAGA, HAWAII

CLIFFORD P. HANSEN, WYO.
MARK O. HATFIELD, OREG.
JAMES A. MCCLURE, IDAHO
DEWEY F. BARTLETT, OKLA.
LOWELL P. WEICKER, JR., CONN.
PETE V. DOMENICI, N. MEX.
PAUL LAXALT, NEV.

GRENVILLE GARSIDE, STAFF DIRECTOR AND COUNSEL
DANIEL A. DREYFUS, DEPUTY STAFF DIRECTOR FOR LEGISLATION
D. MICHAEL HARVEY, CHIEF COUNSEL
W. O. CRAFT, JR., MINORITY COUNSEL

United States Senate
COMMITTEE ON
ENERGY AND NATURAL RESOURCES
WASHINGTON, D.C. 20510

March 22, 1977

Mr. F. B. Klaboe
Administrator and
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Fred:

This is to express my concern for the installation of a traffic signal on Highway 101 at North East 20th Street in Newport, Oregon. I am well aware of the need for such a signal due in part to the busy tourist season in the summer.

While I realize that this is clearly a state matter, I wanted you to know of my interest. As you examine this situation, I trust you will give it full consideration so this matter can be handled expeditiously.

Kindest regards.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:vgm

RECEIVED
STATE HWY ENGR
MAR 28 '77
REFER TO
Schroeder
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

RECEIVED
DOT OPERATIONS
MAR 2[illegible] '77
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

8516 15

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

TO: Bob Burco
Director of Transportation

DATE: March 29, 1977

FROM: Scott Coulter
State Highway Engineer

SUBJECT: Highway problems in Newport

In response to the first question in your March 25 memo, every effort has been made by the Highway Division to have the traffic signal on US101 at Northeast 20th Street in Newport installed before the tourist season. However, it appears that the best we can hope for is approximately August 1.

This date is being met only by our providing the traffic signal equipment and the poles (as explained in Fred's letter to Senator Hatfield).

HSC:ia

Att.

cc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
John Sheldrake
L. E. George

1-125-1387

DIRECTOR'S FILE
Hwy

H. S. Coulter
State Highway Engineer

March 25, 1977

Bob Burco
Director of Transportation

Highway problems in Newport

Three questions were posed to me in a public meeting in Newport Wednesday evening, March 23.

One had to do with the scheduling of a traffic signal improvement on NE. 20th Street and US101, which was raised by Charles Littlehales, District Judge, and Mayor John D. Brenneman. If it is possible to move this signal up from mid-July to early June, I am sure they would appreciate it. I would like to know what difficulties, if any, would be in doing that.

The second subject had to do with the remaining three or four miles of gravel on Route 229, which has been scheduled for surfacing three or four times in the past and then delayed.

A third matter had to do with an access 4.9 miles south of the bridge at Newport in a small area involving about 40 homes. When I find my more specific notes, I can identify that problem in more detail, but I would like to review the traffic signal and 229 issues with you early next week.

RAB:fn

cc Fred Klaboe
    Alan Lightner

HENRY M. JACKSON, WASH., CHAIRMAN
FRANK CHURCH, IDAHO
LEE METCALF, MONT.
J. BENNETT JOHNSTON, LA.
JAMES ABOUREZK, S. DAK.
FLOYD K. HASKELL, COLO.
DALE BUMPERS, ARK.
WENDELL H. FORD, KY.
JOHN A. DURKIN, N.H.
HOWARD M. METZENBAUM, OHIO
SPARK M. MATSUNAGA, HAWAII
CLIFFORD P. HANSEN, WYO.
MARK O. HATFIELD, OREG.
JAMES A. MCCLURE, IDAHO
DEWEY F. BARTLETT, OKLA.
LOWELL P. WEICKER, JR., CONN.
PETE V. DOMENICI, N. MEX.
PAUL LAXALT, NEV.

GRENVILLE GARSIDE, STAFF DIRECTOR AND COUNSEL
DANIEL A. DREYFUS, DEPUTY STAFF DIRECTOR FOR LEGISLATION
D. MICHAEL HARVEY, CHIEF COUNSEL
W. O. CRAFT, JR., MINORITY COUNSEL

United States Senate
COMMITTEE ON
ENERGY AND NATURAL RESOURCES
WASHINGTON, D.C. 20510

March 22, 1977

Mr. F. B. Klaboe
Administrator and
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Fred:

This is to express my concern for the installation of a traffic signal on Highway 101 at North East 20th Street in Newport, Oregon. I am well aware of the need for such a signal due in part to the busy tourist season in the summer.

While I realize that this is clearly a state matter, I wanted you to know of my interest. As you examine this situation, I trust you will give it full consideration so this matter can be handled expeditiously.

Kindest regards.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:vgm

RECEIVED
STATE HWY ENGR
MAR 28 '77
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

RECEIVED
DOT OPERATIONS
MAR 2[illegible] '77
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

8516

15

ROBERT W. STRAUB
GOVERNOR

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

March 10, 1977

Mayor John D. Brenneman
City of Newport
810 SW Alder Street
Newport, Oregon 97365

Dear John:

The traffic light requested for the Oregon Coast Highway at N.E. 20th Street in Newport has been moved ahead in the Highway Division to an April 28, 1977 contract letting date. Within the guidelines of letting contracts to the private contractor sector for this type of work, the above date appears to be the most reasonable one attainable at this time.

In real terms, the completed light installation would be expected in mid-summer of 1977.

Sincerely,

Governor

RWS:bh

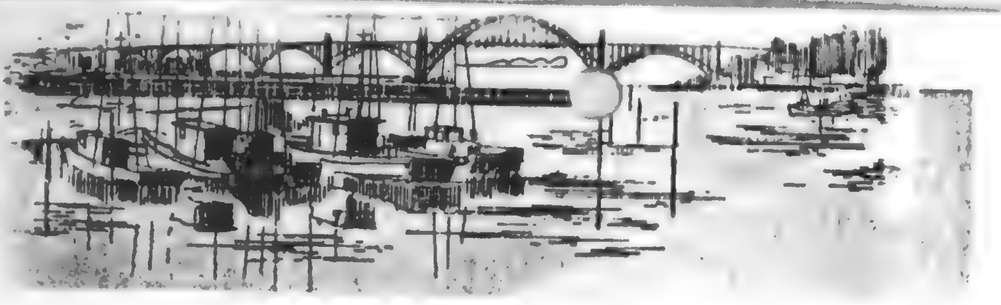
bcc: DOT
Don Jones

RECEIVED
DOT OPERATIONS
MAR 14 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED

COPY

RECEIVED



CITY OF NEWPORT
810 S.W. ALDER STREET
NEWPORT, OREGON, 97365
(503) 265-5331

OFFICE OF THE MAYOR

909744

February 24, 1977

PLEASE RETURN
ORIGINAL LETTER

The Honorable Robert Straub
Governor of Oregon
State Capitol Building
Salem, Oregon 97310

Dear Sir:

At the request of the Newport City Council, I am enclosing copies of correspondence concerning an extreme traffic hazard that we think exists in our City. As you can see, the City of Newport has done what we feel would enable us to have a traffic signal installed on Highway 101 in the north Newport city limits for the summer of 1977.

In 1975, a large shopping center was constructed at the north end of Newport and the accompanying traffic has placed an extreme burden in that area. During the past tourist season, we had several sever traffic accidents. Fortunately, there were no fatalities. We feel that it is only a matter of time before there will be a death in that area because of the overloaded conditions.

It has been our further understanding in dealing with the State Highway Department that this condition could be corrected before June. We can see, at this point, that conditions set forth by the Highway Department will not allow us to have the light before Labor Day at the earliest.

The City of Newport is trying to avoid a possible situation such as happened in Lafayette. The City further feels that the conditions will be such that we intend to fund a traffic control officer for that intersection even if it means asking for contributions from Newport residents to fund the position.

We are hoping that your office will intercede in our behalf to expedite the construction of that signal through use of current inventory and force account by the Highway Department.

COMMERCIAL FISHING * SPORT FISHING * OCEAN BEACHES * TOURIST CENTER * MARINE SCIENCE CENTER * SEA PORT * LUMBER INDUSTRY

I would further point out that all funds have been raised locally to pay for the installation of the traffic signal.

Any effort by your office to help us prevent even one death is greatly appreciated.

Sincerely,

CITY OF NEWPORT

John D. Brenneman
Mayor

JDB:mjw

Enclosures

H.B. HUMMELT
REAL ESTATE
2770 S.W. 99TH
PORTLAND, OREGON 97225
(503) 297-2156

September 28, 1976

Mr. Don Davis
City Manager
City of Newport
Newport, Oregon

Re: Pacific Plaza

Dear Don:

Please be advised that I have the consent of both Pay Less and Safeway to contribute to the installation of the traffic signal at Hwy. 101 and 20th. Both have each agreed to contribute no more than one-half the difference between the funds that are now available through the City (estimated to be about $20,000) and the actual cost of the light but under no circumstances to exceed more than $10,000 per company.

Both companies are very eager to cooperate and request that application be made to the State of Oregon immediately so that the installation can take place at the earliest possible time.

Should you have any questions you can contact me at 641-5151.

Sincerely,

H. B. Hummelt

HBH:lm

cc: John Moore
Safeway

THE CITY MANAGER

September 16, 1976

Mr. Howard Johnson,
District Engineer,
3700 S. W. Philomath Blvd.
Corvallis, Oregon

Dear Howard:

Enclosed is a copy of Resolution 1884 passed by the City Council on August 2, 1976 prohibiting parking at all times on Highway 101 from N.E. 8th Street and N.W. 8th Street to a point 900 feet north of N.E. 20th Street and N.W. 20th Street.

It appears at this time that the city and the tenants of the Pacific Plaza Shopping Center will be able to raise locally the $40,000.00 required for the traffic signal. This would allow a completion date of approximately June 1, 1977.

Sincerely,

CITY OF NEWPORT

Donald A. Davis
City Manager

DAD:mjw

Enclosure

THE CITY MANAGER

September 16, 1976

Mr. Hank Hummelt
10605 S. W. Allen Blvd.
Beaverton, Oregon 97005

Dear Mr. Hummelt:

I have contacted Mr. Dave Weaver, the Regional Traffic Engineer for this area of Oregon, and he has given me an estimated cost for installing the five-phase traffic signal at Highway 101 and 20th Street adjacent to the Pacific Plaza Shopping Center of $40,000.00.

The City of Newport has funds available in its Community Facilities Development Fund in the amount of $20,000.00 to put towards the construction of this signal. The Highway Department has stated that if the remaining $20,000.00 could be raised through private donations from the shopping center, the traffic signal would require from six to seven months from notification of the Highway Department until its operation. This would mean that the traffic signal should be operative by June 1, 1977 in time for next summers heavy tourist traffic if we can give notification to the Highway Department by November 1, 1976.

Sincerely,

CITY OF NEWPORT

Donald A. Davis
City Manager

DAD:mjw

8516

13

February 18, 1977

Mr. H. B. Hummelt
Vice President, Real Estate
Payless Drug Stores Northwest, Inc.
10605 S.W. Allen Boulevard
Beaverton, OR 97005

1F

2-15-77

MISC. CONTRACTS and
AGREEMENTS No. 5912

Dear Mr. Hummelt:

Attached are two fully executed copies of an agreement with the City of Newport, Payless Drug Stores Northwest, Inc., Safeway Stores, Inc., and the Department of Transportation for the installation of traffic signals at the intersection of the Oregon Coast Highway and N.E. 20th Street.

We are sending a copy to the City of Newport and it is my understanding that you will transmit a copy to Safeway Stores, Inc. We have retained a fully executed copy for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc L. E. George (agree. att.)

8516

45

DATE: January 27, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Traffic Signal Installation
Oregon Coast Highway at N.E. 20th Street
City of Newport, Lincoln County

We have an agreement which has been executed by Payless Drug Stores Northwest, Inc., Safeway Stores, Inc., and the City of Newport covering the installation of traffic signals at the intersection of the Oregon Coast Highway and N.E. 20th Street.

The agreement provides that the State shall prepare all plans, let and award all contracts and supervise the work of the project. The estimated cost of the project is $40,000, of which Payless and Safeway each pay 25 percent to a maximum $10,000, and the City pays 50 percent. The City is responsible for the remainder if the project exceeds $40,000.

After completion of the project, the State will maintain the signals and the City will be responsible for all power costs.

Your approval of the agreement and authorization for me to sign the agreement is recommended. This matter will be on the Consent Calendar for the February 15 meeting.

VLT:ds ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. E. George
V. E. Skoog
County-City Unit
J. W. Sheldrake
George Bell
Max Klotz

8516

9-28

1859

**OREGON STATE
HIGHWAY DIVISION**

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 6, 1976

Mrs. James Cherry
Box 1165
Newport, Oregon 97365

Dear Mrs. Cherry:

This letter is in response to your call regarding the intersection of Hwy. 101, the Oregon Coast Highway, with 20th Street in the City of Newport. This intersection has been the subject of the detail study and, as a result of that study, a recommendation has been made to add this intersection to the traffic signal priority list. Even though a signal is warranted at this location, it will be some time before construction is possible. At present, there are over 60 warranted signal locations throughout the State of Oregon and it would require over 2 million dollars to fund all of these warranted signal locations.

An additional project has been recommended for this area along the Oregon Coast Highway. This project is restriping the Oregon Coast Highway for four lanes of traffic, plus a center left turn lane. This restriping will take place as soon as funds and scheduling permit.

Very truly yours,

C. O. Fredrickson
REGION II ENGINEER

DW/lea/dea
cc: H. S. Coulter
F. B. Klaboe
L. E. George
H. C. Johnson

RECEIVED
STATE HWY ENGR
AUG 9 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: July 12, 1976

FROM: F. B. Klaboe
Chief of Operations

SUBJECT: Intersection of Highway 101 and City Street
Newport, Oregon

I have received a complaint from a Mrs. James Cherry, Box 1165, Newport, Oregon, concerning the intersection of a city street and 101 in Newport. The particular city street is in the vicinity of the Payless and Safeway Stores. She claims it is extremely hazardous and a large number of accidents have occurred, including a very serious three-car accident last Friday night.

Would you please look into this and see what can be done to alleviate the problem.

I would like a report on this in two weeks.

FBK:srb

RECEIVED
DOT OPERATIONS
AUG 11 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Fred.—
I assume you rec'd a copy of Region 2 letter in response to Mrs. Cherry's complaint—
We will continue to monitor intersection and take appropriate actions.—
HSC

cy Fredrickson

JUL 13 '76
REFER TO

81-125-1387

8516

T 9-28

1859

OREGON STATE
HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

ROBERT STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 5, 1976

City of Newport
810 SW Alder Street
Newport, Oregon 97365

Gentlemen:

Attached is a report recommending installation of signals at the intersection of 20th Avenue and the Oregon Coast Highway in the City of Newport. This location will be added to the Region and Statewide priority list for installation of traffic signals. At present, there are over 60 locations in the State of Oregon, where traffic signals are warranted and funds are unavailable for their construction. It is unlikely that funds will become available for the construction of the signal at 20th Avenue in the near future.

Very truly yours,

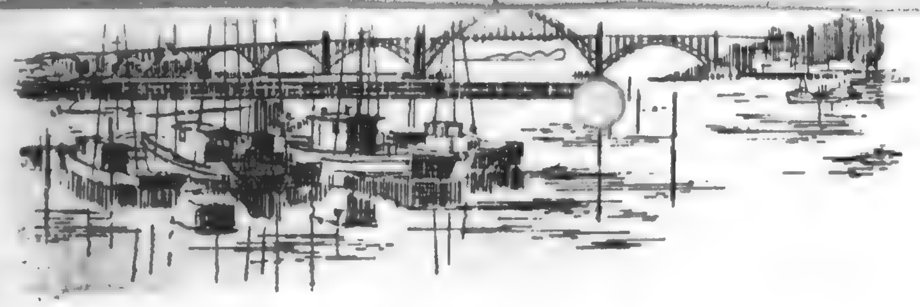
C. O. Fredrickson
REGION II ENGINEER

DW/lea

cc: L. E. George
R. L. Schroeder ✓
H. C. Johnson

NOTED
R. L. SCHROEDER

RECEIVED
AUG 6 1976
Office of
Assistant State Highway Engineer



CITY OF NEWPORT
810 S.W. ALDER STREET
NEWPORT, OREGON, 97365
(503) 265-5331

OFFICE OF THE CITY MANAGER

December 2, 1975

REGION 2 ENGINEER
RECEIVED
DEC 4 1975
RTE ROE
UTE GEO RSO RCC RFE

C.O. Fredrickson
Regional Engineer
2960 E. State Street
Salem, Oregon 97310

Subject: Proposed traffic signal installation
Oregon Coast Highway and 20th Street
Newport, Oregon

Dear Mr. Fredrickson:

The traffic signal that the city proposes to be installed at NE 20th Street and Highway 101 is located on a collector entrance to Highway 101, according to Newport's Urban Area Map adopted for the 1973 Highway Act. Prior to this it was designated in our topics area plan, prepared by the Oregon State Highway Department.

Our proposal to close the diagonal entrance of NW Edenview onto Highway 101 will route all of the traffic onto NW 20th Street to improve a dangerous intersection that is now used by the traffic wishing to utilize the Agate Beach Ocean Wayside Park of the Oregon State Highway Department.

The city is still requesting a timed signal rather than a fully-actuated signal. The state made the city put in a full-actuated signal at NW 6th and Highway 101, and this installation has never functioned properly. The same traffic flow can be made to work with a signal similar to the one installed at Highway 20 and Highway 101.

The city's traffic plan, as prepared by the Highway Department, envisions a signal at NE 11th and Highway 101 and it is our hope that when these signals are all placed, the NW 6th signal can be removed as an actuated signal for a timed signal so that it is possible to drive through Newport on all green lights at a legal speed.

COMMERCIAL FISHING * SPORT FISHING * OCEAN BEACHES * TOURIST CENTER * MARINE SCIENCE CENTER * SEA PORT * LUMBER INDUSTRY

Payless has its two main accesses to their parking lot north of NE 20th Street. If they are signalized, I would agree with you, that Payless should pay for their full expense.

After our October 21st meeting, at the Local Government Center, with Mr. Klabo, yourself and several other state and federal highway engineers, I came away from that meeting with the feeling that matters such as this would warrant discussion with the cities involved.

Sincerely,

CITY OF NEWPORT

Donald A. Davis

Donald A. Davis
City Manager

DD:msd

8517 Scio (N. Beech St.) Sec. 1977
City street improvement
(Grading, paving & drainage)

~~C&A 5021 6-27-75~~ Can 21-10 S.

C&A 5516 12-8-75

2 copies of Consultant agreement
sent to Phil Stearns

1 Copy to Dett Jones 5/14/76

PE AD - 192 - $2080.00

Ce - 1654 $1580.00

PE Prof. 322 - 1945

8517

P

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION	**REQUEST FOR OUTSIDE BILLING** (OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2/8/80	CC 2030		322 - 1945 - 295 322 - 1069 - 295

BILL TO: Code:

City Council
City Hall
Scio, Oregon 97374

Attn: Honorable Edwin Gill, Mayor

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: N. Beach Street in the City of Scio. This is an OFF SYSTEM Project #OS-2201(1) NOTE: Please send a copy of the itemized Statement with the billing.			

Advance Deposit Amount	$26,080.00
Advance Deposit Previously Transferred to Highway Fund	$19,580.00
Balance	$ 4,122.00
Transfer to Highway Fund	$ 1,801.36
Refund Due	$ 2,320.64
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1654, CC 1733

Amount Due . . . . . $

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
D E Swan
D. E. Swan

SP*35736-7?4

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 2/8/80

CITY Scio **Contract No.** 8517 **Date Completed** August 26, 1977

PROJECT # OS-2201(1) **Section** Scio (N. Beech Street)

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
P.E. - Consultant	(Federal Participation)	$ 7,650.00
State		1,372.87
Construction		
Payment to Contractor		84,350.42
Engineering		6,464.00
Audit		162.71
TOTAL		$100,000.00
P.E.	(Non Participating)	$ 94.76
Construction (Engineering)		1,789.40
Audit		65.20
TOTAL		$ 1,949.36
Total Project Cost		$101,949.36
Federal Funds Collected		78,190.00

City's Share of the Project Costs are as follows:

Federal Funds	$ 78,190.00
City Advance Deposit for P.E.	2,080.00
City Advance Deposit for Construction	24,000.00
TOTAL	$104,270.00
Less Project Costs	-101,949.36
REFUND DUE CITY	$ 2,320.64

Reference: **Billing Form** CC 2030

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

REVISED **FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117**

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. OS-2201(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 5-6-76 To: 5-9-78

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$101,~~884.16~~ 949.36	$100,000.00	78.19%	$78,190.00	$78,190.00	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		V.E. Skoog Controller 1-12-79

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	SCIO (N. Beech St.) Section Linn County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 1,372.87	
	Consultant	All Required			7,650.00	
	Total Participating P.E.				$ 9,022.87	
	Construction					
	Type Code 6201					
	Roadway (Sta. 3+07 To 9+58.05)					
	Final Contract Payment Summary	Lump Sum			$ 84,350.42	
	Construction Engineering					
	Consultant	All Required			6,464.00	
	Misc. Project Costs					
	Audit Expense	All Required			162.71	
	Total Participating Cost				$100,000.00	
	Non Participating Items					
	Preliminary Engineering	All Required			94.76	
	Construction Engineering	All Required			1,789.40	
	Total Non Participating Cost				~~$ 1,884.16~~	1949.36
	TOTAL COST				~~$101,884.16~~	101,949.36
	Audit Exp.				65.20	
	Prepared based on Participating Costs as shown on Federal Billing as of 2/22/79					
	AMOUNT CARRIED FORWARD					

8517

February 3, 1978

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

A post-final payment for $44.89 will be made to Morse Bros., Inc., on Contract No. 8517 for work on N. Beach Street in Scio, Linn County, as soon as the warrant is prepared.

The total amount paid on this contract will be $84,350.42 including the post-final payment. Of the total, $1,064 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Morse Bros., Inc.
E. Grant Street
Lebanon, OR 97355

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8517

J

December 22, 1977

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On December 13, 1977, we wrote to you concerning release of final payment on Contract No. 8517 awarded to Morse Bros., Inc., for work on N. Beech Street in Scio, Linn County.

Final payment on this contract is $500 and the total contract amount is $84,305.53 including $1,019.11 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Morse Bros., Inc.
E. Grant Street
Lebanon, OR 97355

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
John Sheldrake

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: December 9, 1977

FROM: R D Church for
C. T. Keasey, Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 8517, Work Completed August 26, 1977

Project Scio (N. Beech St.)

Highway City Street

County Linn

Type of Work Grading and Paving

Contractor Morse Bros., Inc.

Recommended Acceptance Date December 9, 1977

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:bb

cc: R. D. Church

Letter to surety
12-13-77

RECEIVED
STATE HWY ENGR
DEC 12 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED

STATE HIGHWAY ENGINEER

Date 12-12-77

81-125-1387

8517

Scio Scio

KRAUS & DALKE
CONSULTING ENGINEERS
276 N.W. HICKORY STREET
NORTH ALBANY SHOPPING CENTER
POST OFFICE BOX 146
ALBANY, OREGON 97321
TELEPHONE 503-928-2583

HOWARD G. KRAUS, P.E.
RICHARD DALKE, P.E.

REFERRED TO
Beard
Dorn
1 Cole W.E.C.
Sample
2 Eriksen F.E. 3
Watson BW
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BY FINAL DESIGN ENGINEER

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Scott
Savage

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OCT 21 1977
ENGINEERING SECTION

Trout
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Return To
Bring Up /
Action

Scio (N. Beech St.) Section
Grading and Paving
Contract No. 8517 Prefix: 322-1069
F.A. Project No. OS-2201(1)

NARRATIVE REPORT

GENERAL DESCRIPTION OF WORK

Installation of drainage and sanitary sewer lines. Construction of approximately 650 feet of paved street with curb and gutter.

WORK COMMENCED: June 28, 1977 COMPLETED: August 26, 1977

As a rule constructing a new street through an established neighborhood generally creates numerous problems trying to match the designed portion of the project with undesigned existing objects. This project was no exception to this rule. Most of the above ground problems were ironed out in the design phase, but lack of accurate "As Built" drawings for underground utilities resulted in conflicts which required several Extra Work Orders.

EWO No. 1 was initiated to solve two conflicts which arose at the same time. These conflicts were the temporary removal of a private power pole to allow the ditch digging equipment access to the ditch area. Also included in EWO No. 1 was an allowance for the changing of the grade of an existing sanitary sewer overflow line which was in conflict with the proposed storm drain line.

EWO No. 2 was also two-fold in nature. The first portion of it resulted when a reinforced concrete septic tank shown on the plans as being not in line with the proposed storm drain turned out to be directly in line with it. The contractor was paid extra for breaking through and backfilling the septic tank. The second portion of the EWO was compensation to the contractor for repairing a portion of the badly deteriorated existing sanitary sewer line which completely collapsed when it was exposed at a storm drain crossing.

PA No. 1 once more consisted of two parts. The first part of the PA again resulted from trying to match a designed street with undesigned existing sidewalks. The existing sidewalks were put in over the years by various property owners of whatever alignment and grade they happened to choose. This resulted in a vertical elevation difference between the top of curb and the sidewalk of as much as 0.4 feet.

The plans called for filling this area with topsoil. However, after the curbs were constructed it became apparent that because of the proximity of the project to a Junior High School there was a possibility of injury to children or bicycle riders who might hit a soft spot and fall into the street. Therefore, the contractor was given an extra work order to hand pave the area between the existing sidewalks and the new curb. The second portion of PA No. 1 allowed for placing rip-rap of the outfall end of the new storm drain line. Erosion protection was not anticipated since it was felt that the bank would be adequately held by vegetation. However, an early, heavy rain storm began eroding the bank before the vegetation had a chance to get a start resulting in the need of the rip-rap.

The project was completed a few days before the required completion date with the final inspection being held on September 2, 1977.

In summation, the workmanship on the project appeared to be better than average, resulting in a good looking and servicable finished product which should serve the City of Scio well for many years to come.

Richard Dalke
Richard Dalke
Resident Engineer

RD:jg

KRAUS & DALKE
CONSULTING ENGINEERS
276 N.W. HICKORY STREET
NORTH ALBANY SHOPPING CENTER
POST OFFICE BOX 146
ALBANY, OREGON 97321

TELEPHONE 503-928-2583

HOWARD G. KRAUS, P.E.
RICHARD DALKE, P.E.

October 7, 1977

Statement of Overruns & Underruns

Scio (N.Beech St.) Section
Grading and Paving
North Beech Street, Linn County
Contract No. 8517 Prefix: 322-1069
F.A.No. OS-2201(1)

Item	Original Amount	Semi Final Est.	Percent
Contract Bid Items	$82,470.26	$82,619.88	+0.2%
Anticipated Items	800.00	-0-	-100%
State Force Order	0.00	900.00*	
Contingencies	4,547.16	1,616.38	- 64.5%
Engineering	8,327.03	6,464.00	- 22.4%
TOTAL COSTS	$95,344.45	91,600.26	- 3.9%

*Estimated Figures

77-37
TAH

Statement of Overruns & Underruns

Scio (N.Beech St.) Section
Contract No. 3517

FINAL QUANTITY CALCULATIONS

Item	Description Plan Quantity/Unit	As Constructed Quantity	Variation Quantity	% Overrun or Underrun
1.	Clearing & Grubbing Lump Sum	100%	0	0
2.	Removal of Structures & Obstructions Lump Sum	100%	0	0
3.	General Excavation 2372 C.Y.	1623.2	-748.8	- 31.6
		Apparent miscalculation in original excavation quantities.		
4.	Trench Excavation 0'-6' 723 L.F.	693.31	- 29.69	- 4.1
5.	Trench Excavation 0'-8' 1110 L.F.	1153.68	+ 43.68	+ 3.9
6.	Trench Backfill-Class 4 1833 L.F.	1847.00	+ 14.00	+ 0.8
7.	Aggregate Base, 10" 2312 S.Y.	2514.13	+202.13	+ 8.7
		Intersection at 2nd & Beech required more rock than anticipated.		
8.	Class "C" Asphalt Concrete 300 Tons	323.10	+ 23.10	+ 7.7
		Contractor was instructed to replace all materials removed when Storm Drain was installed from Sta. 9+58 to 14+33.34		
9.	Gravel Base & Pipe Zone 1833 L.F.	1823.00	- 10.00	- 0.5
10.	4" Asbestos Cement Sewer Pipe 60 L.F.	60.00	-0-	-0-

Statement of Overruns & Underruns
Scio (N. Beech St.) Contract 8517
Final Quantity Calculations
Page 2

Item	Description Plan Quantity/Unit	As Constructed Quantity	Variation Quantity	% Overrun or Underrun
11.	6" Asbestos Cement Sewer Pipe 206 L.F.	199.00	- 7.00	- 3.4
12.	6"x4" Asbestos Cement Sewer Tees 4 Each	5	+ 1.00	+ 20.0
		An extra tee was needed for house at 4th & Beech (East). It was believed originally that said house was connected to 4th Street sanitary sewer line.		
13.	10" Storm Drain Pipe 65 L.F.	95.0	+ 30.00	+ 46.2
		Due to alignment problems, catchbasin line at 3+01 left had to be replaced from the catchbasin to manhole.		
14.	12" Storm Drain Pipe 90 L.F.	94.0	+ 4.00	+ 4.4
15.	15" Storm Drain Pipe 71 L.F.	70.0	- 1.00	- 1.4
16.	21" Storm Drain Pipe 477 L.F.	464.00	- 13.00	- 2.7
17.	27" Storm Drain Pipe 226 L.F.	222.00	- 6.00	- 2.6
18.	30" Storm Drain Pipe 684 L.F.	662	- 22.00	- 3.2
19.	Extra for Pipe Under Pavement 60 L.F.	182.80	+122.80	+204.7
		Original design called for Beech St. to be paved to [illegible] St. When paving was cut back to Sta. [illegible]+38, patching quantity was not recalculated accordingly.		
20.	Concrete Manholes 6 Each	6	-0-	-0-
21.	Catchbasins 4 Each	4	-0-	-0-
22.	Sewer Cleanouts 2 Each	2	-0-	-0-

Statement of Overruns & Underruns
Scio (N. Beech St.) Contract 517
Final Quantity Calculations
Page 3

Item	Description Plan Quantity/Unit	As Constructed Quantity	Variation Quantity	%Overrun or Underrun
23.	Concrete Walks 12 S.Y.	12.32	+ 0.32	+ 2.5
24.	Concrete Driveways 28 S.Y.	39.60 Original quantity was apparently miscalculated.	+ 11.60	+ 41.47
25.	Concrete Curbs 1272 L.F.	1272.8	+ 0.8	+ 0.1
26.	Adjusting Manholes 3 Each	3	-0-	-0-
PA 1	Rip-Rap Pipe End & Place A.C. Mix Lump Sum	100%	-0-	-0-
EWO 1	Elim. Storm Drain Obstructions Force Account($731.00)	536.65	-194.35	- 26.6
EWO 2	Exc. Trench, Repair San. Sewer Line Force Account($415.00)	474.73	+ 59.73	+ 14.4

8517 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Scio (N. Beech St.)

WEEK ENDING: August 27, 1977

SECTION PREFIX: 322-1069

HIGHWAY: Beech Street

COUNTY: Linn

NAME OF JOB: Scio (N. Beech St.) Section

KIND OF WORK: Grading & Paving

CONTRACTOR: Morse Bros. Inc.

CONTRACT NUMBER: 8517

FEDERAL AID PROJECT NUMBER: OS-2201(1)

DATE OF CONTRACT: May 18, 1977

DATE WORK STARTED: June 28, 1977

ESTIMATED COMPLETION DATE: August 26, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 6 SUPERVISION: 1

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: August 31, 1977

PERCENT OF TIME ELAPSED

PROJECT AUTHORIZATION: $ 95,344.45

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 87,017.42

ENGINEERING AUTHORIZATION: $ 8327.03

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92.8%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 82,470.26

ENGINEERING COST TO DATE: $ 5984.04

DATE PROJECT WAS COMPLETED: August 25, 1977

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5.2 %

PERCENT OF AUTHORIZATION: 71.9%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE, MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 Backhoe, 1 blade, 1 paver, 1 excavation truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
August SUNDAY 21	NA			
MONDAY 22	NA			
TUESDAY 23	Cloudy & Cool			
WEDNESDAY 24	Cloudy & Cool			
THURSDAY 25	Cold & Rainy			
FRIDAY 26	NA			
SATURDAY 27	NA			

Routing
Keasey K
Bond B
Jackmond
Hopkins
Johnsen
Inloes

RECEIVED
AUG 29 1977
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	Placed Base Rock
WEDNESDAY	Paved street and poured sidewalks and driveways
THURSDAY	Cleaned-up job, patched crossings, paved short section of street
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

SIGNED

LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

8517

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67806-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Scio
City Hall
Scio, OR 97374

Attention of Hon. Robert E. Sumner, Mayor

Request No. (assigned by staff engineer or head of section) cc 1733

Date May 26, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit $24,000.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of the N. Beech Street Section. This is an Off System project covered by agreement dated 12/3/75 and numbered 6122.	18,000.00	
		TO BE RETAINED		$6,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 24,000.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
222-1069-295

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved:
George N. Hopkins
George N. Hopkins, Local Gov't Pro. Engr.
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8517

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-201	. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-24-77	te Oregon County Linn Project No. OS-2201(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Scio (N. Beach St.)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-6-76	0.214
RIGHTS-OF-WAY		
CONSTRUCTION	5-6-76	0.214
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 104,795.00	$ 81,921.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 11, 1977

Federal Aid Project
No. OS-2201(1)

SCIO (N. BEECH ST.) SECTION
SCIO CITY STREET
LINN COUNTY

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 9,450.00

Type Code 6201
Roadway (Sta. 3 + 07 to Sta. 9 + 58.05)

Clearing and Grubbing	All Required		$ 2,500.00
Removal of Structures and Obstructions	All Required		1,500.00
General Excavation	Cu.Yd. 2,372	2.45	5,811.40
Trench Excavation 0'-6'	Lin.Ft. 723	2.40	1,735.20
Trench Excavation 0'-8'	Lin.Ft. 1,110	3.00	3,330.00
Trench Backfill - Class 4	Lin.Ft. 1,833	3.40	6,232.20
Aggregate Base, 10 Inches Thick	Sq.Yd. 2,312	3.03	7,005.36
Class "C" Asphalt Concrete	Ton 300	19.10	5,730.00
Gravel Base and Pipe Zone	Lin.Ft. 1,833	5.00	9,165.00
4-Inch Asbestos Cement Sewer Pipe	Lin.Ft. 60	7.00	420.00
6-Inch Asbestos Cement Sewer Pipe	Lin.Ft. 206	8.00	1,648.00
6"x4" Asbestos Cement Sewer Tees	Each 4	30.00	120.00
10-Inch Storm Drain Pipe	Lin.Ft. 65	3.00	195.00
12-Inch Storm Drain Pipe	Lin.Ft. 90	4.50	405.00
15-Inch Storm Drain Pipe	Lin.Ft. 71	6.00	426.00
21-Inch Storm Drain Pipe	Lin.Ft. 477	10.50	5,008.50
27-Inch Storm Drain Pipe	Lin.Ft. 226	15.00	3,390.00
30-Inch Storm Drain Pipe	Lin.Ft. 684	20.00	13,680.00
Extra for Pipe Under Pavement	Lin.Ft. 60	10.00	600.00
Concrete Manholes	Each 6	800.00	4,800.00
Catchbasins	Each 4	375.00	1,500.00
Sewer Cleanouts	Each 2	150.00	300.00
Concrete Walks	Sq.Yd. 12	15.00	180.00
Concrete Driveways	Sq.Yd. 28	17.00	476.00
Concrete Curbs	Lin.Ft. 1,272	4.55	5,787.60
Adjusting Manholes	Each 3	175.00	525.00
	TOTAL		$82,470.26

Anticipated Items

Temporary Erosion Control (EW)	All Required	$ 100.00
Furnish and Place Foundation Stabilization Materials (EW)	All Required	200.00
Furnish and Install Copper Water Pipe (EW)	All Required	500.00
		$ 800.00
	Subtotal	$83,270.26
	Engineering	12,074.74
	TOTAL	$95,345.00

Length of Roadway - - - - - - - - - - - - 0.214 Miles

Cost of Roadway per mile $445,537.38

SUMMARY OF FUNDS (78.19%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 9,450.00	$ 7,371.00	$ 2,079.00
Roadway	95,345.00	74,550.00	20,795.00
TOTAL	$104,795.00	$ 81,921.00	$ 22,874.00

Group 1-100%

Contract No. 8517

Prefix 322-1069

Prefix 322-1945

bc w/att: Phil Stearns---Upon receipt of ~~County's~~ City's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-281 and submit to Finance Branch.

May 3, 1977

City of Scio
City Hall
Scio, OR 97374

Attention Hon. Robert E. Summer
Mayor

Gentlemen:

On April 28, 1977 a satisfactory bid was received from Morse Bros. Inc., Lebanon, OR 97355 for the N. Beech Street (Scio) Section. This is an Off System project.

The anticipated construction cost based on their bid is as follows:

Bid Items		$82,470.26
Temporary Erosion Control		100.00
Stabilization Material		200.00
Copper Water Pipe		500.00
4-1/2% Contingencies		3,747.16
10% Engineering		8,327.03
ESTIMATED TOTAL COST		$95,344.45
Amount Set up for Project	$100,000	
P.E. Costs	8,450	
Remaining Costs for Constr.	$91,550	
City Advance Deposit Will Then Be:		
22% of $91,550 =		$20,141.00
100% City $95,344.45, less $91,550		3,794.45
TOTAL		$23,935.45
Advance Deposit Will be Rounded To:		$24,000.00

Please make your check in the amount of $24,000.00 payable to the Oregon State Highway Division and send it to Mr. Phil Stearns, Region 2 Federal Aid Engineer, P. O. Box 30, Salem, OR 97310, prior to May 27, 1977.

Awarded 5/18/77

Very truly yours,

Robert H. Prange
Local Government Programs Unit

HR:ljt

NOTED
MAINOR C. HOLMES
N

bc w/att: Phil Stearns---Upon receipt of ~~county~~'s check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance osit No. AD-281 and submit to ance Branch.

May 3, 1977

City of Scio
City Hall
Scio, OR 97374

Attention Hon. Robert E. Summer
Mayor

Gentlemen:

On April 28, 1977 a satisfactory bid was received from Morse Bros. Inc., Lebanon, OR 97355 for the N. Beech Street (Scio) Section. This is an Off System project.

The anticipated construction cost based on their bid is as follows:

Bid Items	$82,470.26
Temporary Erosion Control	100.00
Stabilization Material	200.00
Copper Water Pipe	500.00
4-1/2% Contingencies	3,747.16
10% Engineering	8,327.03
ESTIMATED TOTAL COST	$95,344.45

To date $8,600 has been used for PE.

Amount Set up for Project	~~$100,000~~	100,000
P.E. Costs	~~8,450~~	9450
Remaining Costs for Constr.	~~$91,550~~	90,550

City Advance Deposit Will Then Be:

22% of ~~$91,550~~ = 90550.00	~~$20,141.00~~	19,921.00
100% City $95,344.45, less ~~$91,550~~ 90550	~~3,794.45~~	4,794.45
TOTAL	~~$23,935.45~~	24,715.45
Advance Deposit Will be Rounded To:	~~$24,000.00~~	24,720.00

Please make your check in the amount of ~~$24,000.00~~ 24,720.00 payable to the Oregon State Highway Division and send it to Mr. Phil Stearns, Region 2 Federal Aid Engineer, P. O. Box 30, Salem, OR 97310, prior to May 27, 1977.

Very truly yours,

Robert H. Prange
Local Government Programs Unit

HR:ljt

NOTED
MINOR C. HOLMES
N

```
[illegible]                    [illegible]  [illegible]1.100                                                                  STATE
                               ( ) W 9      [illegible] CR      12,1[illegible].1[illegible]CR     12,5[illegible]0.0[illegible]CR
                               ( ) W 9      453.29              12,1[illegible]                     12,5[illegible]0.00
                               ( ) P 1                          11,[illegible]                      11,[illegible]
                               ( ) W 1                          [illegible].73                     [illegible].73
                               ( ) P 1                          2[illegible].20                    2[illegible].20
                               ( ) P 1      [illegible]0.00     [illegible]                         [illegible].71
                               ( ) P 1                          23.[illegible]                     23.[illegible]
                               ( ) P 1                          1.[illegible]                      70.92
                                   P 1                          1,[illegible]                      [illegible]
                                   P 1                          [illegible]                         [illegible]
                                   P 1                          [illegible]                         [illegible].39
                                   P 1                          [illegible]                         [illegible]
                                   P 1                          96.23                               96.[illegible]
                                   P 1                                                              9[illegible].[illegible]
                                            [illegible]         15,[illegible]                     16,[illegible]
                                                                [illegible].73                     [illegible].73
                      ** [illegible] TOTALS **   20.00 **       15,4[illegible]2.71 **             16,048.13 **

[illegible]                    [illegible] 1 100                                                                         STATE
                                                                1,[illegible]                       1,[illegible]
                                                                1,[illegible]CR                     1,[illegible]CR
                                   P 1 Resident    [illegible]  [illegible]                         [illegible]
                                   P 1 Consultant               7,[illegible]                       7,[illegible]
                                   P 1 F Design    [illegible]  [illegible]                         [illegible]
                                   P 1                          [illegible]                         [illegible]
                                   P 1 Specs       [illegible]  [illegible]                         [illegible]
                                   P 1 [illegible]              [illegible]                         [illegible]
                                   P 1 [illegible]              [illegible]                         [illegible]
                                                                [illegible]                         [illegible]
                      ** [illegible] **      [illegible] **     [illegible] **                      [illegible] **

[illegible]                                                                                                             STATE
                                                                1,[illegible].9[illegible]CR        1,[illegible].9[illegible]CR
```

March [illegible]

8517

Salem, Oregon
April 18, 1977

N. Beech

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
April 28 Bid Letting

F I L E

This is to document Highway Division action establishing footpaths and bicycle trails in accordance with ORS 366.514. Bids will be opened April 28 on the following projects:

1. NE 3rd Avenue, N Locust, N Knott, N Juniper Sts
   (Canby), Clackamas County
   Grading and Paving

   Withdrawn

2. Fat Elk Creek-Pulaski Creek
   Coquille-Bandon Highway, Coos County
   Grading, Paving and Structures

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".
   2.4-metre paved shoulders are provided.

3. Umpqua River Bridge
   Umpqua Highway, Douglas County
   Painting

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Frenchglen Hwy-Diamond Maintenance Station
   FAS B472 (Old Diamond Hwy), Harney County
   Oiling

   Same as No. 2.
   4-foot gravel shoulders are provided.

5. Lake Abert Rock Production
   Lake County

   Same as No. 3.

6. Willamette River (Springfield) Bridge
   McKenzie Highway, Lane County
   Painting

   Same as No. 3.

7. Oregon Coast Hwy at NE 20th St (Newport)
   Lincoln County
   Traffic Signal Installation

   Same as No. 3.

8. Scio (N Beech Street)(Street Improvement Only)
   Linn County
   Grading, Paving and Drainage

   Same as No. 2.
   5-foot sidewalks exist.

9. Sodom Ditch Bridge
   Linn-West County Road, Linn County
   Grading, Paving and Structure

   Grading and paving incidental to structure.
   30-foot roadway provided on structure.

10. South Panfield Interchange
    East Portland Freeway, Multnomah County
    Grading, Paving and Structures

    Bikeway facilities to be constructed in this area on future contract.

11. NE Marine Drive
    East Portland Freeway, Multnomah County
    Grading and Paving

    Parallel bikeway facilities to be constructed on future contract.

12. Milton Ditch-Walla Walla River (Milton-Freewater)
FAS B568 (SE 15th Avenue), Umatilla County
Grading, Paving and Structure

Same as No. 3.
Grading and paving incidental to structure replacement.

13. Fifteenmile Creek Bridge
FAS 310, Wasco County
Grading, Paving and Structure

Same as No. 3.
Grading and paving incidental to structure replacement.

14. SW Baseline Street at W Main Street (Hillsboro)
Tualatin Valley Highway, Washington County
Grading, Paving and Signals

Same as No. 3.
Grading and paving incidental to signals.

15. Mary S. Young-Bolton School Bikeway
Oswego Highway, Clackamas County
Grading, Paving and Bikeway

Bikeway project.

16. Pacific Highway East at Chemawa Road
Marion County
Traffic Signal Installation

Same as No. 3.

DES:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
R.L. Schroeder
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
George Hopkins

8517.

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATIO

4-6-77

LETTER OF APPROVAL D/OR AUTHORIZATION

15

FEDERAL AID PROJECT NO. OS-2201(1)

STA ROJECT NO. See below

COUNTY NAME Linn

PROGRAM NO.

ITEM NO. OS-19

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 27 '77
REFER TO Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED 5-6-76

DATE AUTHORIZATION EFFECTIVE 4-6-77

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER City street

GENERAL LOCATION:

"City Street Scio (N. Beech St.)"

GENERAL DESCRIPTION OF WORK:

Grade, drain, pave (Code 6201 Miles 0.23)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's April 4, 1977 letter, I accept the certification of Mr. H. Brainerd dated 3-29-77 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-6-77	E J Walach	For Division Administrator

FORM PR-1240 (REV. 8-70)   EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

322-1945

OS
Scio

OREGON STATE
HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

ROBERT STRAUB
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 29, 1977

C. J. Thurston
CITY RECORDER
City Hall
Scio, Oregon 97374

Dear Mr. Thurston:

Enclosed for your information is the latest estimate of costs for the 1st Ave. - 4th Ave. Section of Beech Street.

At this estimated cost, the City's share would be approximately:

Off-System Funds	$100,000	
Less PE charges	9,450	
Remaining for construction	91,550	x 22% = 20,141
Latest Project Estimate	$101,164	
	91,550	
		9,614
Estimated Cost to City		$29,755

If you have questions, please contact me or Dick Dalke.

Very truly yours,

Phillip O. Stearns
Phillip O. Stearns
REGION II FEDERAL AID ENGINEER

MAR 30 '77

POS/lea
enc.
cc: Dick Dalke
L. W. Rulien

Scio

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/28/77
Donald L Root

4-28-77
~~1-27-77~~ Bid Letting ______________ All Clear Deadline

SECTION Scio (N.W. Beech St.)
Highway City Street
County Linn Region 2
Type of Work G. P Funds OS
State __ Consultant ✓ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☒	
Negative Declaration	☒	☐	☐	☐	☒	
Project Assessment	☐	☒	☐	☐	☒	No significiant problems
Write-off Letter	☒	☐	☐	☐	☒	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☒	
D.O.G.M.I.	☒	☐	☐	☐	☒	
Corps of Engineers	☒	☐	☐	☐	☒	
Coast Guard	☒	☐	☐	☐	☒	
Co. Conditional Use	☒	☐	☐	☐	☒	
NPS Air Pollution	☒	☐	☐	☐	☒	
NPS Water Pollution	☒	☐	☐	☐	☒	
Fish + Wildlife Review	☒	☐	☐	☐	☒	Man made ditch
CULTURAL:						
Cultural Survey	☒	☐	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☒	
NOISE:						
Noise Study	☐	☒	☐	☐	☒	

March 28 ~~14~~, 1977

Mr. Phil Stearns
Region 2 Federal Aid Engineer

Robert H. Prange
Local Projects Manager

Off-System Project
N. W. 1st Avenue-N. W. 4th Avenue Section
N. W. Beech Street
City of Scio
Project No. 2201(1)

Two copies of the latest estimate for the subject project are attached. Would you please forward one copy to the city for their information.

At this estimated cost, the city's share would be approximately:

Off-System Funds	$100,000.00	
Less PE Charges	9,450.00	
Remaining for Construction	$ 91,550.00 x .22% =	$20,141.00
Latest Project Estimate	101,163.90 ~~$121,415.49~~	
	91,550.00	9613.90 ~~$29,865.49~~
Estimated Cost to the City		29,753.90 ~~$50,006.49~~

RHP/HR:sch

Section Scio (N. Br. St.) Programming Estimate $

Highway City Street Project Length 0.26 mile

County Linn Completion Time August 31, 1977

Kind of Work Grading and Paving

Prefix 322-1945 FA Project No. OS 2701(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 87,552.75

Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished		
Install Water Meter		
Furnish Water		
Laboratory Fees		
On the Job Trainees		$ 800
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Furnish [illegible]	200	
Misc. Permit Fees		
Furnish & Install Copper Water Pipe	500	
		$ 88,352.75
Contingencies (4-1/2%)		3,975.87
Engineering (10 %)		8,835.28
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ 101,165.90

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 3-23-77

Section Scio (N. Beech St.)
County Linn
Kind Of Work Grading And Paving
Length
Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Clearing And Grubbing		Lump Sum	All		1500
2	Removal Of Structures And Obstructions		Lump Sum	All		500
3	General Excavation		Cu. Yd.	2,372	4.00	9488
4	Trench Excavation 0'-6'		Lin. Ft.	723	5.00	3615
5	Trench Excavation 0'-8'		Lin. Ft.	1110	6.00	6660
6	Trench Backfill - Class 4		Lin. Ft.	1833	2.75	5040.75
7	Aggregate Base, 10 Inches Thick		Sq. Yd.	2312	2.75	6358
8	Class "C" Asphalt Concrete		Ton	300	20.00	6000
9	Gravel Base And Pipe Zone		Lin. Ft.	1833	2.25	4124.25
10	4-inch Asbestos Cement Sewer Pipe		Lin. Ft.	60	8.00	480
11	6-inch Asbestos Cement Sewer Pipe		Lin. Ft.	206	5.00	1030
12	6" x 4" Asbestos Cement Sewer Tees		Each	4	25.00	100
13	10-inch Storm Drain Pipe		Lin. Ft.	65	4.25	276.25
14	12-inch Storm Drain Pipe		Lin. Ft.	90	6.00	540
15	15-inch Storm Drain Pipe		Lin. Ft.	71	8.50	603.50
16	21-inch Storm Drain Pipe		Lin. Ft.	477	13.00	6201
17	21-inch Storm Drain Pipe		Lin. Ft.	226	19.00	4294
18	30-inch Storm Drain Pipe		Lin. Ft.	684	24.00	16,416
19	Extra For Pipe Under Pavement		Lin. Ft.	60	10.00	600
	Concrete Manholes		Each	6	800.00	4800
	Catch basins		Each	4	300.00	1200
	Sewer Cleanouts		Each	2	150.00	300

REGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 3-23-77

Section Scio (N. Beech St)
County Linn
Kind Of Work Grading And Paving
Length
Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Concrete Walks		Sq. Yd.	12	14^{00}	168'
	Concrete Driveways		Sq. Yd.	28	16^{00}	448'
	Concrete Curbs		Lin. Ft.	1,272	5^{00}	6360'
	Adjusting Manholes		Each	3	150^{00}	450'
						$\$87,552^{75}$

March 14, 1977

Mr. Phil Stearns
Region 2 Federal Aid Engineer

Robert H. Prange
Local Projects Manager

Off-System Project
N. W. 1st Avenue-N. W. 4th Avenue Section
N. W. Beech Street
City of Scio
Project No. 2201(1)

Two copies of the latest estimate for the subject project are attached. Would you please forward one copy to the city for their information.

At this estimated cost, the city's share would be approximately:

Off-System Funds	$100,000.00	
Less PE Charges	9,450.00	
Remaining for Construction	$ 91,550.00 x .22% =	$20,141.00
Latest Project Estimate	$121,415.49	
	91,550.00	
		$29,865.49
Estimated Cost to the City		$50,006.49

RHP/HR:sch

Section Scio (N. Beech St) Programming Estimate $

Highway City Street Project Length 0.26 mile

County Linn Completion Time August 31, 1977

Kind of Work Grading And Paving

Prefix 322-1945- FA Project No. 05-2201(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 106,174
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished		
Install Water Meter		$ 800
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Furnish & Place [illegible] Stabilization Mtls.	200	
Misc. Permit Fees		
Furnish & Install Copper Water Pipe	500	
		$ 106,974
Contingencies (4-1/2%)		4,813.83
Engineering (9 %)		9,627.66
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ 121,415.49

APPROVED

Road Design Engineer

Paul [illegible]
sent copy to [illegible]
3/11/77

REGON STATE HIGHWAY DIVISION
~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 2
Date 3-1-77

Section Scio (N. Beech St.) Section
County Linn
Kind Of Work Grading And Paving
Length 0.26 mi
Name Galloway

3-8-77 8

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Clearing And Grubbing		Lump Sum	All	—	2,000.00
2	Removal Of Structures And Obstructions		Lump Sum	All	—	750.00
3	General Excavation		Cu. Yd.	3057	4.00	12,228.–
4	Trench Excavation 0'-6'		Lin. Ft.	762	5.00	3810.–
5	Trench Excavation 0'-8'		Lin. Ft.	1110	6.00	6,660.–
6	Trench Backfill-Class 4		Lin. Ft.	1872	2.75	5,148.–
	Aggregate Base, 10 inches Thick		Sq. Yd.	4106	2.75	11,291.50
	Class "C" Asphalt Concrete		Ton	500	20.00	10,000.–
	Gravel Base And Pipe Zone		Lin. Ft.	1872	2.25	4212.–
	4-inch Asbestos Cement Sewer Pipe		Lin. Ft.	60	8.00	480.–
	6-inch Asbestos Cement Sewer Pipe		Lin. Ft.	206	5.00	1,030.–
	6"×4" Asbestos Cement Sewer Tees		Each	4	25.00	100.–
	10-inch Storm Drain Pipe		Lin. Ft.	104	4.25	442.–
	12-inch Storm Drain Pipe		Lin. Ft.	90	6.00	540.–
	15-inch Storm Drain Pipe		Lin. Ft.	71	8.50	603.50
	21-inch Storm Drain Pipe		Lin. Ft.	477	13.00	6201.–
	27-inch Storm Drain Pipe		Lin. Ft.	226	19.00	4294.–
	30-inch Storm Drain Pipe		Lin. Ft.	684	24.00	16,416.–

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date
Section Scio (N. Beech ST) Section
County
Kind Of Work Grading And Paving
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	~~Service Laterals (4 Homes)~~		~~Lin. Ft.~~	~~60~~	~~4.00~~	~~240~~
	Extra for Pipe Under Pavement		Lin. Ft.	60	10.00	600
	Concrete Manholes		Each	6	800.00	4800
	Catch basins		Each	7	300.00	2100
	Sewer Cleanouts		Each	2	150.00	300
	Concrete Walks		Sq. Yd.	16	14.00	224
	Concrete Driveways		Sq. Yd.	59	16.00	944
	Concrete Curbs		Lin. Ft.	2170	5.00	10850
	Adjusting Manholes		Each	3	150.00	450
						106,174

February 18, 1977

MEMO TO THE FILES

F. Hildebrandt

FROM: F. F. Hildebrandt
Local Projects Coordinator

RE: Off-System
Scio (N.W. Beech)

Upon receipt of the Scio Off-System location data, it was noted the field estimate was $87,825.10. Adding the $9,538.00 P.E. (to date) to the field estimate of $87,825.10 and 14½% Engineering and Contingencies of $12,734.40, the total came to $110,097.50. The maximum amount allowable on this Off-System project is 78% of 100,000 or 78,000.00, Federal funds. Thus leaving a balance of $32,097.50 for the City to pay.

I contacted Phil Stearns, who in turn talked to the City of Scio in regards to the estimate. The city advised Phil that they could finance a $111,000.00 project. This maximum amount includes all P.E., Construction, Engineering and Contingencies, in other words, TOTAL COST.

FFH:dp

cc: J. H. Versteeg
Phil Stearns

Prange
Fred / H

NOTED
INOR C. HOLMES

N

2-2-77 2-2-77 $9538

P&E - Est. - - [illegible]50.00

Estimate - 87,825.10

14½% Eng + Cont. - 12,734.40

$110,097.50

Cities Costs

100% = $10,097.50

22% 1st 100,000 22,000.00

$32,097.50

Can the City stand this Amount or should the Project be Cut back (A)

OST ESTIMATE CSR Sheet 1 of

Systems, Computed By: ____________

ted By: ________________, __/__/__

		QUANTITY	UNIT	UNIT PRICE	AMOUNT
	n	3057	C.Y.	2.50	7642.50
		762	L.F.	3.50	2667.00
		1110	L.F.	4.25	4717.50
		1872	L.F.	1.50	2808.00
		1872	L.F.	2.50	4680.00
		2169	L.F.	3.80	8242.20
	pe	60	L.F.	3.80	228.00
	pe	206	L.F.	4.30	885.80
	Tees	4	each	15.40	61.60
		104	L.F.	4.50	468.00
		90	L.F.	5.00	450.00
		71	L.F.	8.50	603.50
		477	L.F.	13.50	6439.50
		226	L.F.	18.00	4068.00
		684	L.F.	21.00	14,364.00
		2	each	100.00	200.00
17	Standard Catch Basin	7	each	225.00	1575.00
18	48" Dia. Manhole	6	each	650.00	3900.00
19	Manhole adjustment	3	each	170.00	510.00
20	Base Rock	4106	S.Y.	2.00	8212.00
21	Leveling Course	4106	S.Y.	0.50	2053.00
2	Asphaltic Concrete "C" Mix	500	tons	18.00	9000.00
2	Clearing & Grubbing	All	lump	2000.00	2000.00
24	Asphaltic Concrete Removal	51	S.Y.	2.00	102.00
25	3/4" Copper Type K Service	100	L.F.	5.00	500.00
26	Sidewalk Removal	62.5	S.Y.	10.00	625.00
27	Sidewalk (4" deep)	16	S.Y.	9.00	144.00
	Sidewalk (6" deep)	59	S.Y.	11.50	678.50
				TOTAL	$87,825.10

[illegible]

KRAUS ENGINEERING

FORM 81-734-3030

FILE: 322-1945

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 27, 1977

John W. Sheldrake

FROM: John W. Sheldrake
REGION II ENGINEER

TO: Frank E. Terpin
LOCATION ENGINEER

SUBJECT: First St. - Fourth St. (Scio) Section
NW Beech Street
OS-2201(1)

Transmitted herewith are sheets 2, 3, 4, and 5 of the subject project plans along with the specifications, bid sheets, and description.

Kraus & Dalke intend to substitute a portion of OSHD Standards with their own. A set of Kraus & Dalke Standards will be submitted separately.

The Consultant and City desire a bid letting in March if possible, April at the latest. Please expedite processing in order to meet their deadline.

POS/elf
Attach.

RECEIVED
JAN 27 1977
LOCATION SECTION

Hopkins
Harwell
Holmes
Prange F
Unrein

RECEIVED
JAN 28 1977
COUNTY
[✓ CITY]
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

CARSTENSEN

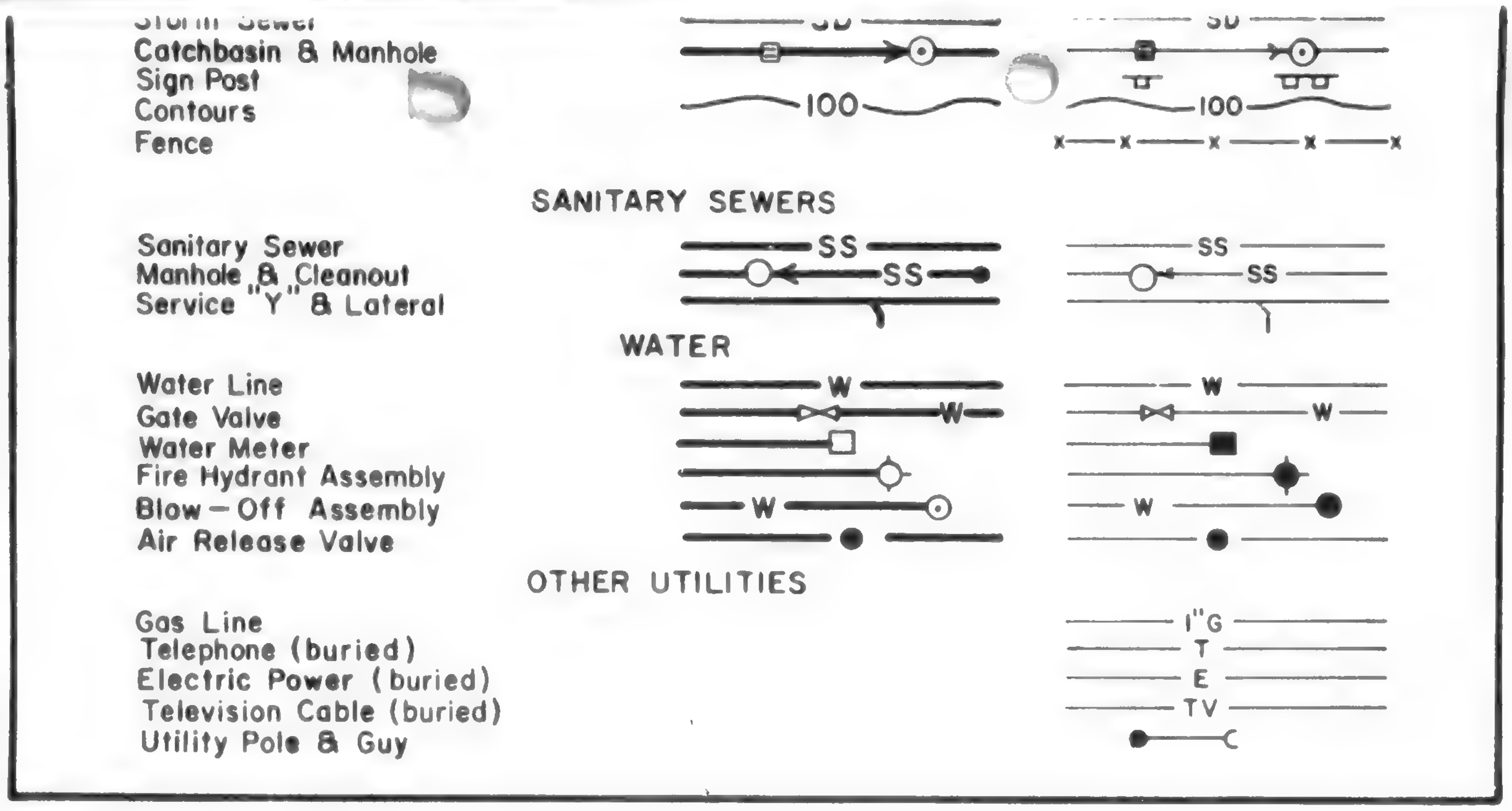
COST ESTIMATE

Sheet 1 of 1

PROJECT: Beech Street Off-Systems, **Computed By:** ____________
Date: 1/21/77, **Checked By:** ________________, __/__/__

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
1	Unclassified Excavation	3057	C.Y.	2.50	7642.50
2	Trench Excavation 0'-6'	762	L.F.	3.50	2667.00
3	Trench Excavation 0'-8'	1110	L.F.	4.25	4717.50
4	Gravel Base & Pipe Zone	1872	L.F.	1.50	2808.00
5	Trench Backfill - Class 4	1872	L.F.	2.50	4680.00
6	Standard Curb & Gutter	2169	L.F.	3.80	8242.20
7	4" Asbestos Cement Sewer Pipe	60	L.F.	3.80	228.00
8	6" Asbestos Cement Sewer Pipe	206	L.F.	4.30	885.80
9	6 x 4 Asbestos Cement Sewer Tees	4	each	15.40	61.60
10	10" Dia. Storm Drain Pipe	104	L.F.	4.50	468.00
11	12" Dia. Storm Drain Pipe	90	L.F.	5.00	450.00
12	15" Dia. Storm Drain Pipe	71	L.F.	8.50	603.50
13	21" Dia. Storm Drain Pipe	477	L.F.	13.50	6439.50
14	27" Dia. Storm Drain Pipe	226	L.F.	18.00	4068.00
15	30" Dia. Storm Drain Pipe	684	L.F.	21.00	14,364.00
16	Cleanout	2	each	100.00	200.00
17	Standard Catch Basin	7	each	225.00	1575.00
18	48" Dia. Manhole	6	each	650.00	3900.00
19	Manhole adjustment	3	each	170.00	510.00
20	Base Rock	4106	S.Y.	2.00	8212.00
21	Leveling Course	4106	S.Y.	0.50	2053.00
22	Asphaltic Concrete "C" Mix	500	tons	18.00	9000.00
23	Clearing & Grubbing	All	lump	2000.00	2000.00
24	Asphalt Concrete Removal	51	S.Y.	2.00	102.00
25	3/4" Copper Type K Service	100	L.F.	5.00	500.00
26	Sidewalk Removal	62.5	S.Y.	10.00	625.00
27	Sidewalk (4" deep)	16	S.Y.	9.00	144.00
28	Sidewalk (6" deep)	59	S.Y.	11.50	678.50
				TOTAL	$87,825.10

KRAUS ENGINEERING



Storm Sewer
Catchbasin & Manhole
Sign Post
Contours
Fence

SANITARY SEWERS

Sanitary Sewer
Manhole & Cleanout
Service "Y" & Lateral

WATER

Water Line
Gate Valve
Water Meter
Fire Hydrant Assembly
Blow – Off Assembly
Air Release Valve

OTHER UTILITIES

Gas Line
Telephone (buried)
Electric Power (buried)
Television Cable (buried)
Utility Pole & Guy

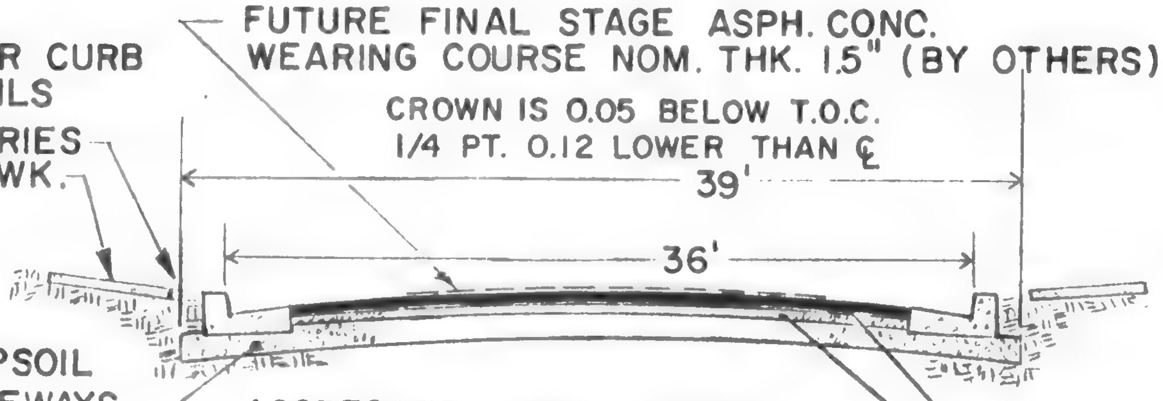
STA 5+00

1-28-77

Called Dick Dalke re: 36' width v.s. 38' as shown in Project request. Dick said 36' was used in order to match existing sidewalks. 36' width is standard for City of Scio.

STREET CROSS SECTION

N.T.S.


SEE SHEET 5 FOR CURB & GUTTER DETAILS
BACKFILL SLOPE VARIES
EXISTING SWK.
FUTURE FINAL STAGE ASPH. CONC. WEARING COURSE NOM. THK. 1.5" (BY OTHERS)
CROWN IS 0.05 BELOW T.O.C.
1/4 PT. 0.12 LOWER THAN ℄
39'
36'
BACKFILL W/TOPSOIL EXCEPT AT DRIVEWAYS.
DRIVEWAYS BACKFILL W/ BASE ROCK.
AGGREGATE BASE COURSE NOMINAL COMPACTED THK.-8"
AGGREGATE LEVELING COURSE NOM. COMP. THK.-2"
ASPHALT CONC. WEARING COURSE CLASS "C" MIX, NOM. THK.-2"

STA 5+00 TO STA 14+20.34 - 36' STREET
(STA 3+07 TO 5+00 WIDTH VARIES FROM 38' TO 36'.)

STA 5+00

00

8517

Scio

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 27, 1977

FILE: 322-1945

John W. Sheldrake

FROM: John W. Sheldrake
REGION II ENGINEER

SUBJECT: First St. - Fourth St. (Scio)
Section
NW Beech Street
OS-2201(1)

TO: Frank E. Terpin
LOCATION ENGINEER

To CHRISTENSEN
1-28-77

Transmitted herewith are sheets 2, 3, 4, and 5 of the subject project plans along with the specifications, bid sheets, and description.

Kraus & Dalke intend to substitute a portion of OSHD Standards with their own. A set of Kraus & Dalke Standards will be submitted separately.

The Consultant and City desire a bid letting in March if possible, April at the latest. Please expedite processing in order to meet their deadline.

POS/elf
Attach.

RECEIVED
JAN 27 1977
LOCATION
SECTION

CARSTENSEN

8517

OSR

4C, The Oregon Statesman, Salem, Ore., Wed., Dec. 15, 1976

Scio street improvement job outlined

By CAROL BATES
Oregon Statesman Correspondent

SCIO — Richard Dalke and Phil Stearns outlined a street improvement project to Scio City Council and eight other persons at a public hearing here Tuesday night.

Dalke is city engineer and represents Kraus and Dalke Engineers, Albany. Stearns is federal aid engineer with the regional office of the Oregon Highway Department.

No opposition was heard regarding the Beech Street project from 4th Avenue to Thomas Creek — a four block area.

The street will be widened to 36 feet and curbs and storm drain will be installed. Dalke said the major purpose of the project is to get a main line installed for a badly needed storm drainage.

The council decided to do the rest of the work at the same time the storm drain is installed. Target date for completion is Sept. 1, 1977, and construction will take about three months.

Cost of the $100,000 project will be shared by the city and federal government, which will pay 78 per cent.

The next phase of the project will be a review by the state Highway Department of the proposed plans, Dalke said. The state will advertise for bids and let the contract for construction. Work could start in May, depending on weather conditions.

Three oak trees in front of Scio Middle School and four other trees along Beech Street will be removed when the street is widened, Dalke said.

NA p

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OSR

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Scio (N. Beech St.) N.W. 1st Ave.-N.W. 4th Ave.

Highway: OS 2022

County: Linn

Prefix: 322-1945

Res. Engr:

Date November 18, 1976

Ten Year Traffic Coefficient 5.5

18 kip s.a. per day 3.9

R value 9

Frost Penetration - - - -

CBE Total Requirement 17.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
3.5"	A.C.	7.0
2.0"	A.L.	2.0
8.0"	A.B.	8.0
13.5"		17.0"

1.0" Asphaltic Concrete Wearing Surface & Base =2.0" Aggregate Base
1.0" Cement Treated Base =1.8" Aggregate Base
1.0" Plant Mix Bituminous Base =1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base =1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) =1.5" Aggregate Base
1.0" Oil Mat =1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade =1.0" Aggregate Base
1.0" Aggregate Subbase =0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
~~Asst. State Highway Engineer~~
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
County-City

RECEIVED
COUNTY & CITY SECTION
NOV 22 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

8517

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Scio
City Hall
Scio, OR 97374

Attention of Honorable Robert E. Sommer
Mayor

Request No. (assigned by staff engineer or head of division) cc 1654

Date October 13, 1976

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Preliminary Engineering Advance Deposit $2,080.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the preliminary engineering for the N.W. 1st Avenue-N.W. 4th Avenue Section on N.W. Beach Street in the City of Scio. Off-System Project Covered by agreement dated 7/30/75		$1,580.00
		To be retained		$ 500.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $2,080.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
322-1945-297

Submitted by:
Harold Reynoldson

Approved:
Division Engineer

Approved:
G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division

9317

RECEIVED
COUNTY & CITY SECTION
SEP 20 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☒ CE ☒ RE ☐ RPE ☐

REGION 2 ENGINEER
RECEIVED
SEP 16 1976
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ UF ☐ GEO ☐ RSO ☐ ROC ☐ RFE

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. OS-2201(1)
Project Name N.W. 1st Ave.-N.W. 4th Ave. Section
N.W. Beech Street - City of Scio

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Scio, Oregon, this 13 day of Sept., 1976

City of Scio

David E. Swan
Mayor

C.J. Thurston
City Recorder

C.C. John Oaks
D.E. Swan
C G Swenson
C.T. Kossey

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

Form 81-734-1382

7517

Oregon State Highway Division

AD 192

NOTIFICATION OF ADVANCE DEPOSIT

6-3-76

To: FINANCE BRANCH
Ledgers & Revenue Unit

ACCOUNTING ONLY	
Reference	
Invoice No.	
Date Recd.	

CARD 1

Depositor City of Scio

Amount $2,080.00

Section Responsible for Monitoring Project Region 2

Estimated Completion Date November 1, 1976

Purpose Advance Deposit for the P.E. for the NW 1st Ave.-NW 4th Ave. Sec on NW Beech St.

Other Information (File #, FA Project, etc.) OS-2201(1)

Billing Method (CHECK ONE ONLY):

A. Request for Outside Billing Submitted by Responsible Section -
(1) ☐ Monthly (2) ☐ Upon Completion (3) ☐ Other

B. Billing Made by Finance Branch Based Upon Contract Payments -
Construction Prefix PE Prefix [illegible] - 1915 - [illegible]

CARD 2

(4) ☐ SCA
(5) ☐ Urban
(6) ☐ FAS-C
(7) ☒ Off System
(8) ☐ Title II, Normal
(9) ☐ Title II, Grade Crossing

Remarks City is responsible for 22% of the costs and 78% is to be FHWA

Prepared by Robert H. Prange Date 4/29/76

NOTICE OF ADVANCE DEPOSIT RECEIVED

AD 192

CSR

To: County-City Unit

RECEIVED
COUNTY & CITY SECTION
JUN 4 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

ACCOUNTING ONLY	
Reference	SCIOCTY
Invoice No.	1337
Date Recd.	6-3-76
Deposit Amt.	2080.00

Depositor City of Scio

Remarks $2,080 is the advance deposit for the P.E. for the NW 1st Ave.-NW 4th Ave. Sec. of NW Beech Street in the City of Scio - Off-System Project, OS 2201(1)

Received by CE - Ledgers Revenue

Form 81-734-1382

8517 15

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 6, 1976

In reply refer to: 1041EC.3

SUBJECT: Oregon Project OS-2201(1)
NW 1st Avenue-NW 4th Avenue (Scio)
Linn County

FROM : G. L. Green, Division Administrator

NOTED
H. S. COLLIER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

NOTED
E. S. HUNTER

The consultant agreement with Kraus & Dalke, Albany, Oregon is approved with the following qualification:

The indirect cost breakdown totaling 76.78 percent, Exhibit A, contains an item for interest of 5.22 percent. Interest expense is unallowable in accordance with Subpart 1-15.713-7 of the Federal Procurement Regulations. This subpart states in part that,

> "Interest on borrowings (however represented), bond discounts, cost of financing and refinancing operations, and legal and professional fees paid in connection therewith, are unallowable except when authorized by Federal legislation."

Therefore, indirect overhead costs of 76.78 percent will have to be reduced by 5.22 percent and reflected throughout before claiming Federal participation.

Appropriate action should be taken to assure that future consultant agreements submitted to this office for approval do not contain a cost item for "interest."

My letter of approval to advance this project has been issued with an effective date of May 6, 1976.

For G. L. Green

cc:
OSHD (Rulien)
OSHD (Laux)
OSHD (County/City)

RECEIVED

RECEIVED
STATE HWY ENGR
MAY 7 '76
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

8517

5-6-76

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
C 2200(1)

STATE PROJECT NO.
NW 1st Ave-NW 4th Ave

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
OS-19

COUNTY NAME
Linn

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State Of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 12 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

DATE PS&E APPROVED
5/6/76

DATE AUTHORIZATION EFFECTIVE
5/6/76

FEDERAL ROUTE NUMBER
Non-Federal-aid

STATE ROUTE NUMBER
City Street

GENERAL LOCATION:
City Street - North Beech (Scio)

GENERAL DESCRIPTION OF WORK:
Preliminary engineering, grade, drain, and high-type pavement.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work at a total estimated cost of $9,450, Federal funds $7,371.=

☒ OTHER (Specify)
Program Approval.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 1/26/76 letter I approve this project for inclusion in the Federal-aid program.

Also, as requested in Mr. Rulien's 1/26/76 letter you are authorized to proceed with the actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $90,550, Federal funds $70,629 in accordance with the procedures of your approved Secondary Road Plan.

Consultant Engineering fees shall be in accordance with my letter of May 6, 1976.

DATE
5/6/76

SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

TITLE
Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-611-856

322-1425

OSR
Scio

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 4, 1976

C. J. Thurston
CITY RECORDER
City Hall
Scio, OR 97374

Dear Mr. Thurston:

SUBJECT: NW 1st Avenue - NW 4th Avenue Section
NW Beech Street
Off-System Project - #OS-2201(1)
City of Scio

In accordance with paragraph 4, under THINGS TO BE DONE BY LOCAL AGENCY, in subject project agreement, please submit an advance deposit in the amount of $2,080, which is City's estimated share of preliminary engineering.

Very truly yours,

Phillip O. Stearns
Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/elf

cc: L. W. Rulien

RECEIVED
COUNTY & CITY SECTION
MAY 10 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ■ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

Hal #

PROJECT MANAGEMENT
MAY - 5 '76
REFER TO

OSR
Scio

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE: 322-1425

April 22, 1976

Phil

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

TO: Robert H. Prange
RURAL ENGINEER

SUBJECT: Consultant Agreement
NW Beech Street
Off-System Project
City of Scio

Attached is Exhibit A of subject agreement which has been returned by Kraus & Dalke, corrected per your letter of April 14, 1973.

Please process through normal channels for approval.

Agree. Revised And
Sent to FHWA 4-27-76

POS/elf

Attach.

Hal

RECEIVED
COUNTY & CITY SECTION
APR 23 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

EXHIBIT "A"

N.W. Beech Street (Off-System)

Construction Engineering

Construction Staking	2 man crew, 40 hrs	$1,010.00
Field Engineer	160 hrs	2,368.00
Principal Engineer	30 hrs	642.90
Testing		1,000.00
Travel Expenses and Supplies for Construction Engineer		600.00
	SUBTOTAL	5,620.90
	+ 15% Profit	843.10
	Estimated TOTAL for Construction Engr.	$6,464.00

This is an estimate only, except for fixed fee, and salaries will be billed as actual time spent on the project.

RECEIVED
COUNTY & CITY SECTION
APR 23 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ [illegible] ☐ [illegible] ☐

EXHIBIT "A"

N.W. Beech Street (Off-System)

ESTIMATED TIME FOR ENGINEERING SERVICES

Preliminary Engineering

1. Field Surveys & Control	2 man crew, 40 hrs	$1,010.00
2. Design, Computation, Drafting		
Profile, cross section	1 man, 40 hrs	412.40
Design, Street & Storm Drains	1 man, 100 hrs	1,480.00
Quantity Computations	1 man, 40 hrs	592.00
Drafting	1 man, 120 hrs	1,077.60
Consultation	1 man, 20 hrs	428.60
Contract Documents	1 man, 60 hrs	888.00
Clerical	1 person, 50 hrs	334.00
Review & Checking	1 man, 20 hrs	428.60
SUBTOTAL		6,651.20
+ 15% Profit		997.68
TOTAL		$7,648.88

Use $7,650 for Preliminary Engineering Lump Sum.

$1,500 additional has been estimated for OSHD subsurface exploration and pavement design.

EXHIBIT "A"

CHARGEABLE PERSONNEL RATES

as of April 1, 1976

Position	Base Rate	26.10% Direct Cost	Total Salary Expense	Overhead Costs	Chargeable Hourly Rate
Principal Engineer	$9.61/hr	$2.51	$12.12/hr	$9.31	$21.43
Design Engineer	6.64/hr	1.73	8.37/hr	6.43	14.80
Field Engineer	6.64/hr	1.73	8.37/hr	6.43	14.80
Engineering Technician	4.62/hr	1.21	5.83/hr	4.48	10.31
Draftsman	4.03/hr	1.05	5.08/hr	3.90	8.98
Engineering Aid	3.50/hr	0.91	4.41/hr	3.31	7.80
Clerical	3.00/hr	0.78	3.78/hr	2.90	6.68

From the above, the fee schedule for survey crews is as follows:

2 man crew $14.80 + $10.31 = $25.11 use $25.25

3 man crew $14.80 + $10.31 + $7.81 = $32.92 use $33.00

CSR
Scio

Salem, Oregon
April 13, 1976

Robert H. Prange
Rural Engineer

Mr. Phil Stearns
Region 2 Federal Aid Engineer
East Salem Highway Building

Consultant Agreement
N. W. Beech Street
Off-System Project
City of Scio

FHWA has reviewed the subject consultant agreement and I am returning Exhibit A for corrections and/or additions:

1. Hourly rates for a survey crew should be supported by a breakdown of costs to arrive at the chargeable rate.
2. Profit should not be part of the hourly rates because it is a fixed fee that does not change with the increase or decrease in the actual costs.
3. The consultant should have an estimate of soils, foundation and materials testing so that these may be properly programmed with FHWA.

If Kraus and Dalke would redo their engineering estimates to conform to the attached sample, I'm sure we can get FHWA approval.

RHP:sch

Attachment

☐ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

PROJECT CS-2201 (1)
CITY OF SCIO
KERNS & DALKE - CONSULTANT

EXHIBIT "A" PG. 1, P.E.:
APPEARS THAT PROFIT IS BEING CHARGED TWICE — ONCE IN ~~SALARY~~ TWO MAN ~~CREW~~ CREW CHARGES OR FEES & AGAIN IN BODY OF ITEMIZATION OF P.E. COSTS.

EXHIBIT "A" PG. 2, C.E.
~~APPEARS~~ PROFIT IS BEING CHARGED TWICE. ONCE IN TWO MAN SURVEY CREW CHARGES & AT POINT WHERE FIXED FEES FOR PROFIT IS ITEMIZED. THAT SHOULD NOT BE PART OF HOURLY RATE.

ALSO MENTIONS THAT OTHER CHARGES WILL BE BILLED IN ADDITION TO STATED "NOT TO EXCEED AMOUNT."

HOURLY RATE FOR CREW SHOULD BE BETTER SUPPORTED. BREAKDOWN OF COST TO ARRIVE AT $50/HOUR.

EXHIBIT "A"

N.W. Beech St. (Off Stystem)

Construction Engineering

1. Construction Staking -	2 man Survey Crew 40 hrs. @ 30.00 * Includes Overhead and Profit	$1200.00*
Field Engineer	160 hrs. @ $7.28	1164.80
Principal Engineer	30 hrs. @ $12.12	363.60
		$1528.40
Overhead 76.78%		1173.51
		$2701.91
Fixed fee for constructing Engineering Services		600.00
Surveying as above		1200.00
Estimated cost for Construction Engineering		$4501.91

This is an estimate only, except for fixed fee, and salaries will be billed as actual time spent on the project. The above total will not be exceeded without prior approval. Cost for Soil Testing, Sieve analysis, concrete testing etc., to be in addition to the above. These costs will be billed at the Consultants actual cost.

EXHIBIT "A"

N.W. Beech St. (Off-System)

Estimated Time for Engineering Services

Preliminary Engineering

1. Field Surveys & Control -	2 man crew - 40 hrs. @ $30.00	$1200.00
	SUB TOTAL	$1200.00*
2. Design - Computation - Plan		
Profile, cross Sections -	1 man - 40 hrs. @ $7.28	291.20
Design - Street - Storm Drainage	1 man - 100 hrs. @ $7.28	728.00
Quantities	1 man - 40 hrs. @ $7.28	291.20
Plan Preparation	1 man - 120 hrs. @ $4.55	546.00
Consultation	1 man - 40 hrs. @ $7.28	291.20
Specifications & Contract Documents	60 hrs. @ $7.28	436.80
Clerical	50 hrs. @ 3.85	192.50
Final Review & Checking	20 hrs. @ 12.12	242.40
TOTAL	470 HRS.	$3019.30
Overhead @ 76.78%		2318.22
		$5337.52
Travel expenses, Prints, Supplies		250.00
		$5587.52
+ 15% Profit		838.13
		$6425. 65
Survey Work		1200.00
		$7625.65

Estimated Cost for P .E. $7650.

*Includes overhead and profit.

KRAUS [illegible] DALKE
CONSULTING ENGINEERS
42[illegible] EAST [illegible]
ALBANY, OREGON 9[illegible]

HOWARD G. KRAUS, P.E.
RICHARD DALKE P.E.

POST OFFICE BOX 146
TELEPHONE 503-928-2583

EXHIBIT "1"

CHARGEABLE PERSONNEL RATES

as of October 1, 1975

POSITION	BASE RATE	26.10% DIRECT COST	CHARGEABLE RATE
Principal Engineer	$9.61/hr.	$2.51	$12.12/hr.
Design Engineer	$5.77/hr.	$1.51	$ 7.28/hr.
Draftsman	$3.61/hr.	$0.94	$ 4.55/hr.
Clerical	$3.05/hr.	$0.80	$ 3.85/hr.
Field Engr. (Inspector)	$5.77/hr.	$1.51	$ 7.28/hr.

Two (2) Man Survey Crew at $30.00 per hour, including overhead and profit.

Three (3) Man Survey Crew at $36.00 per hour, including overhead and profit.

Construction Engineering Fee to be based upon actual costs (Indirect Overhead Costs @ 76.78%) incurred by the Consultant plus a 15% profit factor, with the applicable rates as follows:

Principal Engineer	$24.64
Field Engineer (Inspector)	$13.71

REGISTERED PROFESSIONAL ENGINEERS IN OREGON, WASHINGTON, WYOMING, NORTH DAKOTA

Form 12-75

8517

OSR
Scio

EGON STATE HIGHWAY DIVISI
REGION 2 SALEM

MONTHLY PRELIMINARY ENGINEERING REPORT

3-19-76

Project Name N.W. 1st Avenue - N.W. 4th Avenue Section

Highway N.W. Beach St. (Scio) F.A. Rt. No. Off-System

Project No. 05-2201 (1) Prefix — Type F.A. Fund O.S.P.

P.E. Performed by ______ County-City of ______

Consultant Kraus & Dalke Consulting Engineers
(Name)

Project Category Assume 3 Non-Major Hearing Req'd - Corridor Yes ☐ No ☐

Corridor/Design Yes ☐ No ☐

Anticipated Date of Hearing ______

Date P.E. Authorized (FHWA) —

Activity	Date Started	Estimated Date of Completion	Approval Date
Reconnaissance Phase	N/A		
Corridor Approval	N/A		
Field Survey		3-27-76	
Preliminary Design		5-1-76	
Design Approval		6-14-76	
Final Design		7-1-76	
P.S. & E. Approval		8-1-76	

RECEIVED
COUNTY & CITY SECTION
MAR 22 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

Remarks: ______

Distribution: Project Management
Location
Region
Local Agency
Consultant

Signed Phil Stearns

Title RFAE

Date 3-19-76

Form 12-75

OSR

8517

Scio

EGON STATE HIGHWAY DIVISI
REGION 2 SALEM

MONTHLY PRELIMINARY ENGINEERING REPORT

2-4-76

Project Name N.W. 1st Avenue - N.W. 4th Avenue Section

Highway N.W. Beach St. (Scio) F.A. Rt. No. Off-System

Project No. 05-2201 (1) Prefix — Type F.A. Fund O.S.P.

P.E. Performed by ______ County-City of ______

Consultant Kraus & Dalke Consulting Engineers
(Name)

Project Category Assume 3 Non-Major Hearing Req'd - Corridor Yes ☐ No ☐
Corridor/Design Yes ☐ No ☐
Anticipated Date of Hearing ______

Date P.E. Authorized (FHWA) —

Activity	Date Started	Estimated Date of Completion	Approval Date
Reconnaissance Phase	N/A		
Corridor Approval	N/A		
Field Survey		3-27-76	
Preliminary Design		5-1-76	
Design Approval		6-14-76	
Final Design		7-1-76	
P.S. & E. Approval		8-1-76	

RECEIVED
COUNTY & CITY SECTION
FEB 26 1976
☐ ENGR. ☐ CCOR. ☑ GE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Remarks:

Distribution: Project Management
Location
Region
Local Agency
Consultant

Signed Phil Stearns

Title RFAE

Date 2-24-76

8517

January 26, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. OS-2200(1)

We are submitting program data for one project, Item No. 19, Project No. OS-2200(1), "N.W. 1st Ave.-N.W. 4th Ave. (Scio) Section," which we desire to have included in the Off-System Roads Program under Section 219 of title 23 USC.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Authorization, concurrent with program approval, to proceed with all phases of preliminary engineering including utility preparatory work at an estimated total cost of $9,450 with an obligation of $7,371 in federal funds.
(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $90,550 with an obligation of $70,629 in federal funds.

Enclosed for your files is one copy of the Consultant engineering agreement between the City of Scio and Kruse & Dalke Consulting Engineers.

CL:re

cc: C. O. Fredrickson (region 2)

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 26, 1976

PROJECT LOCATION (45 typewriter spaces) City St., North Beech Street (Scio)	**ADT**	PRESENT DHV 25 200	FUTURE 300	YEAR . 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 627

ITEM NO.: 19

ROPOSED WORK (35 typewriter Dr. H.T. pave	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) OS-	NUMBER 2201	SEQ. NO. (1)	I. Projects Only POST MI.	DESIG.

AL FUNDS: 219) Off-System Roads

AREA: --

COUNTY NAME: Linn CODE 043

ROUTE NO.: FEDERAL-AID Non; STATE City St.; U.S. --

PROGRAM STAGE: ☐ 1 OR ☒ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		City St. North Beech Street between N.W. 4th St. and Thomas Creek (Scio)	0.23	9,450	7,371	--	2,079 (City)	P.E. All phases; Gr. Dr. H.T. pave 38' curbed street for 2-11' lanes with 8' parking lanes.
	ROW								
	CONST (CODE) 6201		"N.W. 1st Ave.- N.W. 4th Ave. (Scio) Section	0.23	90,550	70,629	--	19,921 (City)	ROW - 50 normal; access control-None; Parking Restrictions-None. Adjustment of utilitie required include prep. work.
			PROJECT TOTALS	0.23	100,000	78,000	--	22,000 (City)	

ARED BY

RAM APPROVAL DATES

REMARKS

-OVER-

[illegible] ISSION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PROGRAM DATA

January 26, 1976

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) City St., North Beech Street (Scio) 21 68	**ADT**	PRESENT DHV 25 200	FUTURE 300 (66) (70)	YEAR 96 (71) (72)	REGION 10
							STATE NAME Oregon

ST CO (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E. Gr. Dr. H.T. pave 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) OS- 14 23	NUMBER 2201 7

SEQ. (

CARD 4	CLASS OF FEDERAL FUNDS (Section 219) Off-System Roads		COUNTY NAME Linn	CODE 043 (14) (16)
	NAME OF URBAN AREA 17-31 --	ROUTE NO.	FEDERAL-AID Non (22)	STATE City St. (36) (37)	U.S. -- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	16	41	42	43 46	53	City St. North Beech Street between N.W. 4th St. and Thomas Creek (Scio)	(54) (55)	(56) (66)	(67) (76)		
5					**PE**			0.23	9,450	7,371	--	2,079 (City)
5					**ROW**							
5					**CONST** (CODE) 6201		"N.W. 1st Ave.- N.W. 4th Ave. (Scio) Section	0.23	90,550	70,629	--	19,921 (City)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.23	100,000 (16) (23)	78,000 (24) (33)	--	22,000 (City)
1	14	PROGRAM APPROVAL DATES					REMARKS	

P.E
Gr.
38'
for
8'

ROW
acc
Par
Non
Adj
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wo

-0V

N.W. 1ST AVE. - N.W. 4TH AVE. (SCIO) SECTION

PROJECT NO. OS-2201(1)

Existing Facility: 38-foot curbed street with A.C. surfacing in poor condition.

Adjacent Sections:

S. End --- Street ends at Thomas Creek.
N. End --- Intersection with N.W. 4th Ave. FAS route 126.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.
(2) Grade, drain and high-type pavement necessary to reconstruct the existing street to provide for 2-11 foot travel lanes with 8-foot parking each side. Existing curbs and sidewalks will remain in place and City will provide and maintain detours. Utility adjustments required including preparatory work.

Note: Preliminary and construction engineering to be preformed by the consultant firm of Kraus & Dalke Consulting engineers with review and contracting by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Exceptions to Minimum Design Standards: None.

FHPM 7-7-2 Requirements: Nonmajor Action project concurred in by FHWA on August 27, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 4 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings --- None required under Oregon Action Plan (Category 3 Project)
(b) Location/Design --- Not a factor in the development of this project.

Route Data: Local City Street.

Note: This project is in Congressional District No. 2.

Form 12-75 8517

OSR

Scio

RECEIVED
COUNTY & CITY SECTION
JAN 26 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

REGON STATE HIGHWAY DIVISI
REGION 2 SALEM

MONTHLY PRELIMINARY ENGINEERING REPORT

1-21-76

Project Name N.W. 1st Avenue - N.W. 4th Avenue Section

Highway N.W. Beach St. (Scio) F.A. Rt. No. Off-System

Project No. 05-2201 (1) Prefix — Type F.A. Fund O.S.P.

P.E. Performed by ______ County-City of ______

Consultant Kraus & Dalke Consulting Engineers
(Name)

Project Category Assuma 3 Non-Major Hearing Req'd - Corridor Yes ☐ No ☐
Corridor/Design Yes ☐ No ☐
Anticipated Date of Hearing ______

Date P.E. Authorized (FHWA) —

Activity	Date Started	Estimated Date of Completion	Approval Date
Reconnaissance Phase	N/A		
Corridor Approval	N/A		
Field Survey		2-27-76	
Preliminary Design		4-1-76	
Design Approval		5-14-76	
Final Design		7-1-76	
P.S. & E. Approval		8-1-76	

Remarks: ______

Distribution: Project Management
Location
Region
Local Agency
Consultant

Signed Phil Stearns
Title RFAE
Date 1-21-76

OSR
Scio

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 5, 1976

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer
BUILDING

SUBJECT: Consultant Agreement
Off-System Project
N. W. Beech Street
City of Scio

Attached for your approval is a consultant agreement covering the subject Off-System project. The agreement has been written in the form approved by the Federal Highway Administration, and the engineering fees have been reviewed and found to be reasonable.

Please sign the signature page (page 9) and the consultant's certification (Exhibit B) and return the signed agreement for further programming action.

RHP:sch

Attachment

Revised and Sent
To FHWA 4-26-76

Area Approval [illegible] 76
by Hunter [illegible]

RECEIVED
STATE HWY. ENGR.
JAN 7 '76
REFER TO

PROJECT MANAGEMENT SECTION

	ACTION	INFO
OFFICE ENGR.		
COUNTY CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE [illegible]		
PROG. & SCHEDULE		

REMARKS:

JAN - [illegible]

RECEIVED
COUNTY & CITY SECTION
JAN 8 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ HE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

CONSULTANT AGREEMENT
OFF-SYSTEM ROAD PROGRAM

THIS AGREEMENT, made and entered into by and between City of Scio, acting by and through its City Council, hereinafter referred to as City, and the firm of Kraus & Dalke, an Oregon corporation, whose office address is 428 E. 2nd Ave., Albany, OR, acting by and through its Company Officers, hereinafter referred to as "Consultant";

WITNESSETH

RECITALS

1. Scio plans and proposes to construct street and drainage improvements on NW Beech Street from 100' South of NW 1st to NW 4th Avenue

2. Scio has determined that they do not have the necessary personnel to perform the required work and it is advisable and desirable to engage the professional services and assistance of Consultant. Scio has further determined that Consultant is adequately staffed and suitably equipped to perform the engineering services required for completion of the project in a satisfactory, economical and expeditious manner.

3. Attached hereto, marked Exhibit "A", and by this reference made a part hereof, is a copy of Consultant's proposed work program, including the cost basis schedule for payment of fees. Hereinafter, said work shall be referred to as "project".

NOW, THEREFORE, in consideration of these premises and of the mutual covenants herein set forth, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY CONSULTANT

1. Consultant shall perform all the necessary work and services outlined in the attached Exhibit "A", and shall confer with Scio during the project, whenever it is deemed necessary.

2. Consultant shall maintain or establish a working office within the State of Oregon, or in the close proximity of the project, that will be convenient to Scio, State Highway Division and Federal Highway Administration for the review and discussion of the work as it progresses.

3. Consultant shall present bills directly to Scio for the cost of work performed in accordance with the provisions of Exhibit "A".

THINGS TO BE DONE BY GOVERNMENT AGENCIES

1. Scio shall, immediately upon final approval and execution of this agreement, assign a liaison or contact person to be responsible for review of Consultant's work, and to receive, audit, approve, and forward to the State Highway Division all billings from Consultant.

2. Scio shall pay 100 percent of the difference between the actual total cost of the project and the amount contributed toward the cost of the project by the Federal Government.

3. Scio shall execute this agreement during a duly authorized session of its City Council.

City shall adopt a resolution authorizing City Officials to enter into this agreement and the same shall be attached hereto and become a part hereof.

4. The pa[illegible]s expect that, pursuant to an [illegible]reement between Scio and the Oregon Department of Transportation, Highway Division ("State") shall assign a liaison engineer to review Consultant's work and approve billings submitted by Kraus & Dalke, that all approved billings from the Consultant shall be paid by the State and, upon completion of the project, State shall submit all claims for federal participation to the Federal Highway Administration.

5. Upon execution of this agreement, Scio shall request that State shall forward the agreement to the Federal Highway Administration for approval in the manner prescribed by federal regulations and that, upon approval, a letter of notification be sent to Consultant allowing work on the project to proceed.

GENERAL PROVISIONS

1. Time. It is agreed that the Consultant shall start performance under this contract not later than 30 calendar days after notification in writing by the City to proceed, and will have completed the services heretofore described up to the point of submitting preliminary plans to the Oregon State Highway Division within 120 calendar days thereafter. If, in the opinion of the City, an extension of time is warranted due to major changes required by the City, or due to weather conditions, or other factors beyond the control of the Consultants, the City shall determine the amount of such extensions in time and grant such extensions in writing.

2. Payment.

a. Preliminary and Design Engineering Fee. In consideration of the terms and obligations of this agreement, the City agrees to pay to the Consultants, as full compensation for the services herein described, the lump sum of $7,650.00 Dollars, payable in monthly increments based on periodic progress reports of performance plus the actual costs of jobsite foundation drilling.

b. Construction Engineering Fee. The City also agrees to pay to the Consultant as full compensation for construction engineering services herein described, based on the Consultant's actual cost plus a fixed amount for profit, not to exceed $ 6,464.00 except as stipulated in paragraph 14 under GENERAL PROVISIONS.

c. No retained percentages will be withheld from Consultant's bills.

3. Retention of Records and Documents. The Consultants agree to maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract, for inspection by the State, Federal Highway Administration or any authorized representatives of the Federal Government, and copies thereof shall be furnished if requested.

4. Endorsement. Consultant shall place his endorsement on all engineering data furnished by Consultant.

5. Covenant Against Contingent Fees. Consultant warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this agreement, and that Consultant has not paid or agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this agreement. For breach or violation of this warranty, Scio shall have the right to annul this agreement without liability, or, in its discretion, to deduct from the contract price or consideration or otherwise recover the full amount of such fee, commission, percentage, brokerage, fee, gift or contingent fee.

6. Design Standards. The design standards and procedures for this project shall be governed by the "Geometric Design Guide for Local Roads and Streets", Part 1-Rural, published by AASHTO, 1970.

7. Project Development, Methods and Forms. The Consultants shall use the Oregon State Highway Division's procedures, standards and related specifications and forms as a guide in the development and prosecution of the project.

8. Ownership of Documents. All data to be furnished by Consultant under this agreement shall be delivered to and become sole property of City.

9. Termination. The __City______ reserves the right to terminate this agreement at any time upon written notice in the event of any of the following contingencies.

1. At the termination of any phase of the agreement.
2. If the project is abandoned or indefinitely postponed.
3. If the Consultant's services are, in the judgment of the City, unsatisfactory.
4. If the Consultants fail to prosecute the work with due diligence or fail to complete the work within the time limits specified herein or as subsequently extended.

In the event the ___City____ _ terminates this agreement, the _____City__ ___ shall be obligated to pay the Consultants an amount equal in value to that of the services satisfactorily performed until the time of the termination and will acquire ownership of the work completed at termination date. If the parties hereto are unable to agree upon the value of the completed work, the controversy shall be settled as set forth in the following paragraph 10 "Disputes".

10. Disputes. Should any dispute regarding this agreement arise between the parties hereto, the matter shall be referred to the State Highway Engineer or his duly authorized representative(s) whose decision regarding the controversy shall be final.

11. Responsibility for Claims and Liability. Consultant shall save and hold harmless the City, its officials and employees from all claims, suits or actions of whatsoever nature caused by or arising out of the negligence of Consultant, its subcontractors, agents or employees under this agreement.

12. Compliance with Laws. The parties hereto agree and understand that they will comply with all applicable Federal and State statutes and regulations including, but not limited to, Title 6, U.S.C., Civil Rights Act; Title 18, U.S.C., Anti-Kickback Act; Title 23, U.S.C., Federal Highway Act; and Titles 2 and 3 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Furthermore, such provisions as are necessary to comply fully with the laws of the State of Oregon concerning public contracts and provisions to be included therein are hereby made a part of this agreement by this reference and Consultant shall comply with the obligations and other provisions of said laws the same as though such obligations and provisions were fully set out herein.

13. Assignment, Transfer or Subcontracting. Except as may be specifically provided herein, Consultant shall not assign, transfer or subcontract this agreement, any part hereof or any part of the work covered by this agreement, without the prior written consent of Scio and any such assignment, transfer or subcontracting without such prior written consent shall be grounds for immediate termination of this agreement by Scio. No consent of Scio shall be given in any case, however, to any subcontracting in excess of 50 percent of the work of Consultant under this agreement (excluding "specialized services" designated as such in this agreement), based on the amount of the total contract price attributable to such subcontracted work.

14. Changes in Work. In the event the City decreases or increases the amount of work specified under this agreement or in the event it becomes necessary to change any of the work that has been approved and/or accepted by the City, this agreement shall be amended or supplemented as to time for completion and compensation in such a manner as to be mutually acceptable to the parties hereto, and shall have the approval of the State and the Federal Highway Administration.

If any amendment or supplement is made to this agreement covering changes not within the scope of the services to be supplied herein and such changes are to be paid for in part with Federal Aid Highway funds in the costs resulting therefrom, said amendment or supplement shall have the prior approval of the State and the Federal Highway Administration in writing before proceeding with the changes specified therein.

15. Successors and Assigns. The provisions of this agreement and all rights and obligations hereunder shall extend to and bind the approved successors, assigns, transferees, and subcontractors of Consultant and any successor or assign of City.

16. Certificate. The executed certificate attached hereto and marked Exhibit "B" is by this reference made a part of this agreement.

17. Prohibition Against Hiring Certain Personnel. The Consultants shall not engage on a full- or part-time basis during the period of this contract any professional or technical personnel who are or have been at any time during the period of the contract in the employ of the Federal Highway Administration or the highway organization of any state, county or city, except regularly retired employees, without the written consent of the public employer of such person.

18. Equal Opportunity. During the performance of this agreement, Consultant, for itself, its assignees and successors in interest, agrees as follows.

a. Compliance with Regulations. Consultant shall comply with the regulations of the Department of Transportation relative to nondiscrimination in federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this agreement.

b. Nondiscrimination. Consultant, with regard to the work performed after award and prior to completion of the agreement work, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment. Consultant shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices, when the agreement covers a program set forth in Appendix "B" of the Regulations.

c. Solicitations for Subcontracts, Including Procurements of Materials and Equipment. In all soliciations either by competitive bidding or negotiation made by Consultant for work to be performed under a subcontract, including procurements of materials and equipment, each potential subcontractor or supplier shall be notified by Consultant of Consultant's obligations under this agreement and Regulations relative to nondiscrimination on the grounds of race, color or national origin.

d. Information and Reports. Consultant will provide all information and reports required by Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by State or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

e. Sanctions for Noncompliance. In the event of Consultant's noncompliance with the nondiscrimination provisions of the agreement, State shall impose such agreement sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to;

(1) Withholding of payments to Consultant under the agreement, until Consultant complies; and/or

( ) Cancellation, termination or suspension of the agreement, in whole or in part.

f. Incorporation of Provisions. Consultant will include the provisions of paragraph 18A through 18F in every subcontract, including procurements of materials and leases of equipment, unless exempt by Regulations, order, or instructions issued pursuant thereto. Consultant will take such action with respect to any subcontract or procurement as State or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that, in the event

Consultant becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, Consultant may request State to enter into such litigation to protect the interests of State, and, in addition, Consultant may request the United States to enter into such litigation to protect the interests of the United States.

19. Jurisdiction. This agreement shall be governed as to validity, interpretation and performance by the laws of the State of Oregon. Consultant hereby consents to the jurisdiction of the courts of the State of Oregon and to the commencement and maintenance in the State of Oregon by State or any third party of any suit, action or proceeding based on any claim arising out of or in connection with Consultant's work under this agreement. In the event that Consultant is a corporation, but not an Oregon corporation, Consultant shall obtain a certificate of authority to do business in the State of Oregon from the Corporation Commissioner of the State of Oregon before entering into this agreement. If such certificate is not obtained by Consultant, however, at the time it enters into this agreement, then Consultant hereby appoints the Corporation Commissioner of the State of Oregon as Consultant's agent for service of process in connection with Consultant's work under this agreement. Provisions of Oregon law applicable to public contracts of this type are hereby incorporated.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. City of Scio officials have acted in this matter pursuant to Ordinance or Resolution No. 78 adopted by its City Council on the 12 day of November, 1975.

CONSULTANT, by and through its
Company Officers

Firm Kraus & Dalke Consulting Engineers

By Richard Dalke
Richard Dalke, Partner

CONCURRENCE

OSHD E S Hunter
Date 1-7-76

FHWA ______
Date ______

BY Robert E. Sommer

BY ______

BY ______

ATTEST

C. J. Thurston
City Recorder

CERTIFICATION OF CONSULTANT

I hereby certify that I am a Partner and a duly authorized representative of the firm of Kraus & Dalke, whose address is 428 E. 2nd Ave., Albany, Oregon, and that neither I nor the above firm I here represent has:

(a) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above consultant) to solicit or secure this contract,

(b) agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract, or

(c) paid or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above consultant) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract; except as here expressly stated (if any).

I acknowledge that this certificate is to be furnished to the State Highway Division.

October 7, 1975	Richard Dalke
DATE	SIGNATURE

CERTIFICATION OF STATE HIGHWAY DIVISION

I hereby certify that I am the DEPUTY STATE HIGHWAY ENGR. of the Highway Division of the State of Oregon, and that the above consulting firm or his representative has not been required, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this contract to

(a) employ or retain, or agree to employ or retain, any firm or or person, or

(b) pay, or agree to pay, to any firm, person, or organization, any fee, contribution, donation, or consideration of any kind, except as here expressly stated (if any).

1-7-76	
DATE	SIGNATURE

Exhibit B

KRAUS & DALKE
CONSULTING ENGINEERS
4[illegible]8 EAST SECOND AVENUE
ALBANY, OREGON 97321

HOWARD G. KRAUS, P.E.
RICHARD DALKE, P.E.

POST OFFICE BOX 146
TELEPHONE 503-928-2583

EXHIBIT "A"

STATEMENT of DIRECT COSTS and OVERHEAD COSTS as of

October 1, 1975

Data for establishing fee, expressed as a percentage of payroll project costs.

DIRECT OVERHEAD COSTS of PERSONNEL

F.I.C.A.	5.85%
Workmans Comp. & Unemployment	1.95%
Health Insurance	6.30%
Vacation, Holidays, Sick Leave	12.00%
TOTAL	26.10%

INDIRECT COST APPLICABLE to PROJECTS

Administrative Salaries	28.00%
Supplies	5.14%
Rent & Utilities	9.15%
Printing Expense	1.74%
Legal & Accounting	1.76%
Repairs & Maintenance	0.86%
Depreciation	16.19%
Dues & Memberships	1.56%
Travel	5.35%
Interest	5.22%
Insurance (Excluding Health)	1.39%
Miscellaneous Expenses	0.43%
TOTAL	76.78%

EXHIBIT "A"

CHARGEABLE PERSONNEL RATES

as of April 1, 1976

Position	Base Rate	26.10% Direct Cost	Total Salary Expense	Overhead Costs	Chargeable Hourly Rate
Principal Engineer	$9.61/hr	$2.51	$12.12/hr	$9.31	$21.43
Design Engineer	6.64/hr	1.73	8.37/hr	6.43	14.80
Field Engineer	6.64/hr	1.73	8.37/hr	6.43	14.80
Engineering Technician	4.62/hr	1.21	5.83/hr	4.48	10.31
Draftsman	4.03/hr	1.05	5.08/hr	3.90	8.98
Engineering Aid	3.50/hr	0.91	4.41/hr	3.31	7.80
Clerical	3.00/hr	0.78	3.78/hr	2.90	6.68

From the above, the fee schedule for survey crews is as follows:

2 man crew $14.80 + $10.31 = $25.11 use $25.25

3 man crew $14.80 + $10.31 + $7.81 = $32.92 use $33.00

EXHIBIT "A"

N.W. Beech Street (Off-System)

ESTIMATED TIME FOR ENGINEERING SERVICES

Preliminary Engineering

1.	Field Surveys & Control	2 man crew, 40 hrs	$1,010.00
2.	Design, Computation, Drafting		
	Profile, cross section	1 man, 40 hrs	412.40
	Design, Street & Storm Drains	1 man, 100 hrs	1,480.00
	Quantity Computations	1 man, 40 hrs	592.00
	Drafting	1 man, 120 hrs	1,077.60
	Consultation	1 man, 20 hrs	428.60
	Contract Documents	1 man, 60 hrs	888.00
	Clerical	1 person, 50 hrs	334.00
	Review & Checking	1 man, 20 hrs	428.60
		SUBTOTAL	6,651.20
		+ 15% Profit	997.68
		TOTAL	$7,648.88

Use $7,650 for Preliminary Engineering Lump Sum.

$1,500 additional has been estimated for OSHD subsurface exploration and pavement design.

EXHIBIT "A"

N.W. Beech Street (Off-System)

Construction Engineering

Construction Staking	2 man crew, 40 hrs	$1,010.00
Field Engineer	160 hrs	2,368.00
Principal Engineer	30 hrs	642.90
Testing		1,000.00
Travel Expenses and Supplies for Construction Engineer		600.00
	SUBTOTAL	5,620.90
	+ 15% Profit	843.10
	Estimated TOTAL for Construction Engr.	$6,464.00

This is an estimate only, except for fixed fee, and salaries will be billed as actual time spent on the project.

OSR
Scio

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem
January 5, 1975

FROM: Robert H. Prange
Rural Engineer

SUBJECT: OSR Program Request

Project #OS-2201(1)

TO: Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

City: Scio Section: NW 1st Ave.-NW 4th Ave. on NW Beech St.

Termini: Within the city limits of the City of Scio

Proposed Work: All phases of P.E. and grade, base, drain, curb and pave

Project Length: Approximately 4 blocks

Cost:

	Total	Federal	City
P.E. Consultant	$ 7,650	$ 5,967	$ 1,683
State	1,800	1,404	396
Construction	90,550	70,629	19,924

Existing Facilities: Street is 38 feet between curbs. A.C. surfacing has deteriorated and is in poor condition

Adjacent Sections:
North End: NW 4th Ave. (FAS-126)
South End: End of street (at Thomas Creek)

Project Data: Grade, drain, base and curb a street section 38 feet between curbs, surfacing to be A.C., street will have two 11-foot travel lanes with 8-foot parking lanes. Existing curbs and sidewalks will remain in place. Street will be closed during construction and other streets will be used as the detour and City will maintain. Signing is contractors responsiblity.

Engineering is by a consulting firm

Right-of-Way: 50 feet Access Control: None

Railroad Crossing: None

Minimum Design Standards: Minimum design standard or ~~bigger~~ greater

System Action: None-Off-System project

Route Data: Local City street

Public Hearing: Not required

Negative Declaration: Evironmental assessement

Park and Recreation Area Affected: None in area

Relocation Assistance: No one moved

Social, Economic and Environmental Effects Considered: Yes

Location and Design Approved:

Clearinghouse Approved:

Council of Governments:

U. S. Army:

Approved by D.O.T.: 7/30/75

ADT: 200 present DHV:

HR:dp

Attachments

8517

322-1425

KRAUS & DALKE
CONSULTING ENGINEERS
428 EAST SECOND AVENUE
ALBANY, OREGON 97321

HOWARD G. KRAUS, P.E.
RICHARD DALKE, P.E.

POST OFFICE BOX 146
TELEPHONE 503-928-2583

December 9, 1975

REGION 2 ENGINEER
RECEIVED
DEC 10 1975
☐ RE ☐ RCE ☐ RME ☐ RTE ☑ ROE
☐ [illegible] ☐ [illegible] ☐ RSO ☐ ROC ☑ RFE

Oregon State Highway Division
Region 2
2960 E. State St.
Salem, Oregon 97310

Attn; Mr. Phil Stearns

Re: N.W. Beech St., Scio, Oregon

Gentlemen:

With regard to soil testing and foundation exploration for the above project, we request that the O.S.H.D. laboratory make the necessary investigations. We further request that the O.S.H.D. laboratory break concrete cylinders that we will take during the course of construction. It is understood that the cost of necessary testing and lab work is above the basic engineering fee in our agreement.

Yours truly,

Richard Dalke

Richard Dalke, P.E.

RD:md

-.8517

13

December 8, 1975

City of Scio
City Hall
Scio, OR 97374

Attn: C. J. Thurston
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5516

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering an Off-System Road Project on N.W. Beech Street in Scio.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

cc Don Harwell (agreement att.)

Form E-30

8517.

CSR
Scio

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section NW 1st Avenue-NW 4th Avenue Section

Highway NW Beech Street (Scio)

County Linn

Date November 17, 1975

Authorization No. 1

Survey Prefix 322-1945 (Assigned by Salem office)

Project # OS-2201(1)

Description of termini, route, length, etc.:

The project is located in the City of Scio.

The southerly terminus is at the north bank of Thomas Creek, approximately 100' south of NW First Avenue. The northerly terminus is at the intersection of NW Beech and 4th Street. Total length of project is 1225 feet.

RECEIVED
COUNTY & CITY SECTION
MAY 17 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Purpose of survey:

To establish funds for State's engineering services. This is an Off-Systems project.

Estimate of cost:

Field Survey	(901)	200
Citizen Input	(902)	100
Final Design	(905)	500
Office Engineer	(920)	200
Specifications	(921)	300
Planning	(924)	500
TOTAL		$1,800

OS-2201(1)

Total estimated cost of survey	$ 1,800
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
Phillip O. Stearns
Field Engineer

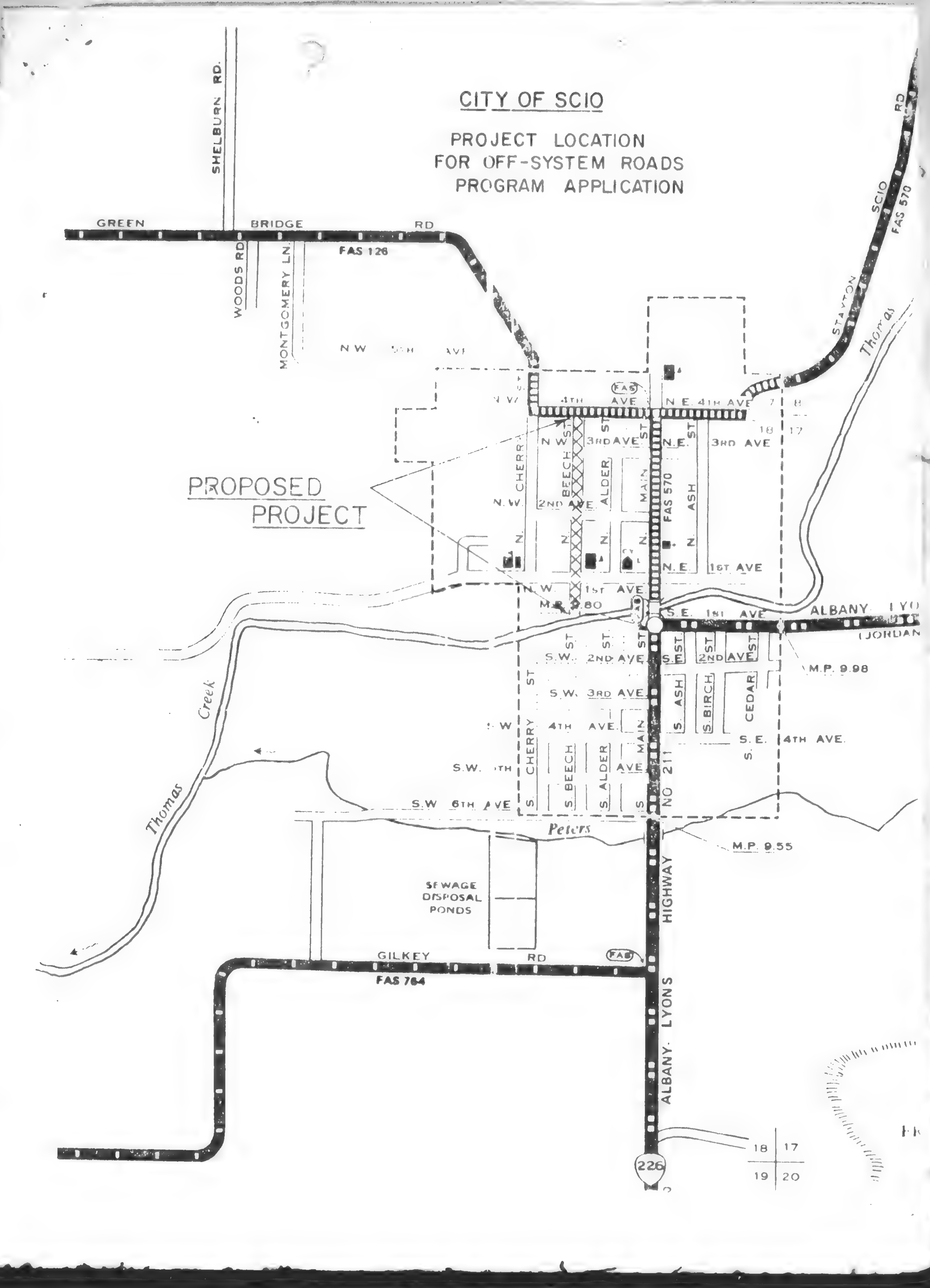
Recommended for Approval:
Division Engineer

Recommended for Approval:
Victor D. Wolfe
Location ~~Construction~~ Engineer

Approved:
Ass't State Highway Engineer

SP*52449-734

OFFICE ENGINEERING SECTION
P. E. APPR. 5-6-76
FED. AID OS STATE



CITY OF SCIO

PROJECT LOCATION
FOR OFF-SYSTEM ROADS
PROGRAM APPLICATION

8517

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 27, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon Project OS-2201(-)
NW 1st Avenue-NW 4th Avenue
N Beech Street (Scio)
Linn County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien

The subject project assessment submitted with Mr. Rulien's August 5, 1975 letter has been reviewed.

We concur with your finding that the proposed project constitutes as NON-MAJOR action. It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (G Potter)
OSHD (C Laux)

NOTED
E. S. HUNTER
C Rulien

RECEIVED
STATE HWY ENGR
AUG 29 '75
REFER TO [illegible]
FOR
Info Inves R.D. D.R. Sign Act File

NOTED
R. L. SCH[illegible]

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date July 28, 1975

A. PROJECT IDENTIFICATION

Name of Project N.W. 1st Avenue - N.W. 4th Avenue (Section) OS-2201 (-)

Location of Project North Beech Street (Highway Name) City Street (Highway No., US - ORE)

Scio (City) Linn (County) 2 (Region)

Program O.S.R. (O.S. 2201(-)) (Funding) $ 98,000 (Estimated Cost) Pending (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To reconstruct a substandard city street, to widen the street width and improve the foundation, surfacing and drainage.

Origin and History: O.S.R. Project requested by administrative action of the City of Scio. Request received by the Oregon State Highway Division June 23, 1975. Request placed on the Department of Transportation Commission agenda for consideration July 30, 1975.

C. DESCRIPTION OF PROJECT

Length 1,225 feet

Termini The southerly terminus is at the Thomas Creek stream bank approximately 100 feet south of N.W. 1st Avenue. The northerly terminus is at the N.W. 4th Avenue intersection.

Alignment ☐ New ☒ Existing ☐ Combined

RECEIVED
COUNTY & CITY SECTION

NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Street dedicated as part of the Original Plot of Scio. No additional right-of-way required.

Typical Section A 38-foot curbed and paved street section providing two 11-foot travel lanes with parking on either side.

Structures None required.

Characteristics (ADT) 200 (estimated) Estimate based on the general area development and actual development along North Beech Street.

Other General Information (or Supplemental information to items) An existing sidewalk extends along the westerly side of N. Beech Street between N.E. 1st Ave. and N.E. 4th Ave. Except for a short section in front of the elementary school at the intersection of N.E. 1st Avenue and N. Beech Street. There is no sidewalk along the easterly side of the street. It is not anticipated that the sidewalk will be disturbed by construction.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None identified.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

A town hall type meeting is being considered.

Type Tentative Date(s)

A-95 Review: ☐ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The topography is generally flat to slightly rolling. Surface water drainage is to the south and west into Thomas Creek. Thomas Creek and its tributaries is the major drainage way for the immediate Scio area bisecting the town site in an east-west direction, lying generally between N.E. and S.E. 1st Avenues. The only structure crossing the stream with the city limits is on Main Street. Soils are of the Cloquato series. A flood plain deposit of medium granular silty loam, well-drained and considered to be excellent farm land. Flora consists entirely of trees, shrubs, lawn grasses that have been planted for landscaping. There are also a number of garden plots adjacent to the street and surrounding area.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The City of Scio is a small community (population 510, 1974 Census update) situated in an extensive farming area. There is a small central business ditrict extending along N. Main Street between N.E. 1st and N.E. 4th Avenues with a scattering of commercial and light industrial plants on adjacent side streets primarily oriented towards providing goods and services for local residents and farms.

N. Beech Street serves a well-developed residential area of single and multiple family dwellings. A school complex generally fronting on N.E. 1st Avenue has an elementary school on the easterly side of N. Beech Street with an adjoining playground on the westerly side. A second school building lies to the west of the playground. School children are in the habit of playing in the street between the school building and the playground.

Overhead utilities that will require relocation are power and telephone lines. Underground utilities that may be disturbed or require adjustments because of construction are gas, sanitary sewer, and water lines.

It is not anticipated that reconstruction of the street will significantly increase traffic volumes or change traffic speeds, consequently there will be no significant change in ambient noise levels or air quality as a result of street improvement.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None required.

Consequences:

Existing landscaping elements within the street right-of-way will be removed.

2. Estimated Changes in Traffic Patterns:

None anticipated.

Consequences:

3. Estimated Changes in Land Use:

None anticipated.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

The proposed storm sewer would dump directly into Thomas Creek.

Consequences:

Surface runoff from approximately 1,225 feet of North Beech Street would flow directly into the stream channel without the natural filteration effect of overland or underground transport. However, concentrations of roadway pollutants are not expected to measurably affect the water quality of the creek.

5. Expected Adverse Effects on Cultural and Scenic Resources:

Two large old oak trees and two smaller black walnut trees as well as some small ornamental trees and shrubs would be removed.

Consequences:

The removal of the oak trees (approximately 50 feet high) and the walnut trees (approximately 35 feet high) within the existing right-of-way would affect visual impact to the school property and an adjoining residential property on the easterly side of the street. There may be temporary disruption of utility services during construction.

6. Preliminary Identification of Areas of Critical Environmental Concern:

7. Potential for Controversial Issues:

Removal of the four large trees and other smaller trees and shrubs could be a controversial issue. Even though on existing street right-of-way, their removal may be viewed a significant impact on the neighborhood serenity and esthetics.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

- ☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

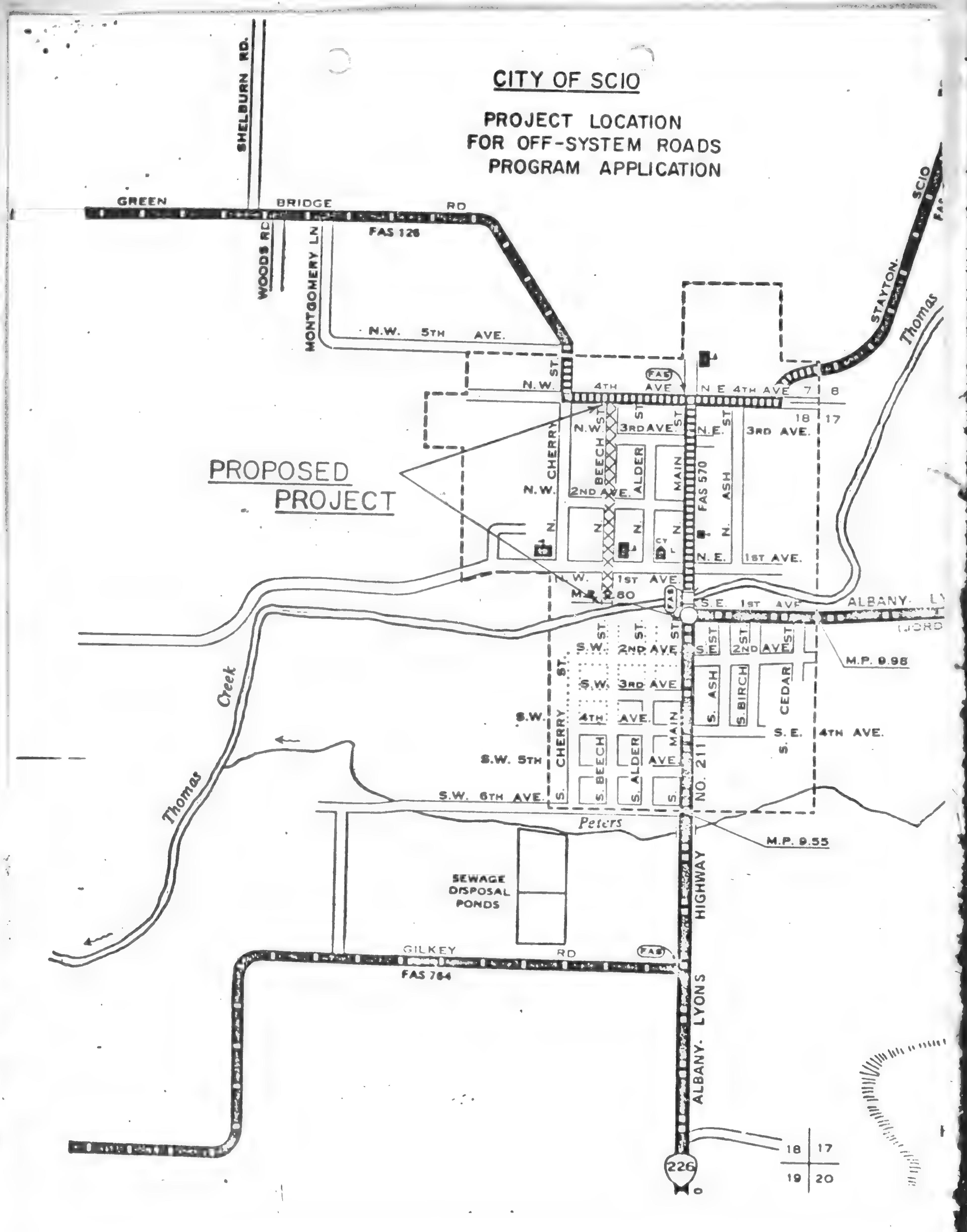
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other ____________________



CITY OF SCIO

PROJECT LOCATION
FOR OFF-SYSTEM ROADS
PROGRAM APPLICATION

8517

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 22, 1975

TO Oregon Transportation ~~State Highway~~ Commission

INAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

AGENDA
JUL 3 0 1975

SUBJECT **Proposed Off-System Roads Projects**

Attached are tabulations and exhibit maps describing and locating a number of proposed Off-System Roads (OSR) projects on rural roads and streets.

Federal aid funds apportioned to Oregon under Section 219, Title 23, U.S. Code, shall be matched by local funds. The participation rate is currently 78 percent federal ($4,678,615), plus 22 percent local ($1,319,609) for a total OSR fund of $5,998,224.

The projects requested by the local agencies are listed as follows:

County Requested Projects

CROOK COUNTY: Grade, drain, base and pave the Ochoco Highway-Old Dry Creek Road Section of Mill Creek Road. The estimated cost of this project is $500,000.

JACKSON COUNTY: Construct ~~two~~ one bridges--(1) Little Butte Creek (Agate Road) Bridge Section and ~~(2) Big Butte Creek (Crowfoot Road) Bridge Section~~. The estimated cost of ~~these two~~ the project~~s~~ is $~~193,600.~~ 105,000. ok

KLAMATH COUNTY: Grade, drain, base and pave the Hildebrand-Forest Boundary Section of Squaw Flat Road. The estimated cost of this project is $300,000.

LINN COUNTY: Sodom Ditch (Linn West Road) Bridge; structure. The estimated cost of this project is $225,000.

MARION COUNTY: Grade, drain, base and pave the Champoeg Road-Case Road Section of Giesy-Yergen Road. The estimated cost of this project is $325,000.

MORROW COUNTY: Install automatic signals and drop arm gates, and improve and widen the crossing at the Union Pacific Railroad Crossing (Patterson Ferry Road) signals. The estimated cost of the project is $50,000.

TILLAMOOK COUNTY: Tillamook River (Burton) Bridge; structure. The estimated cost of this project is $450,000.

WALLOWA COUNTY: Grade, drain, base and pave the Enterprise-Land Fill Section of Ant Flat Road. The estimated cost of this project is $150,000.

City Requested Projects

Omit

CITY OF BROWNSVILLE: Grade, drain, base, curb and pave the Halsey-Sweet Home Highway-Kisling Avenue Section of Washburn Street. The estimated cost of this project is $100,000.

CITY OF CLATSKANIE: Grade, drain, base and pave Nehalem Street and 3rd Street Sections. The estimated cost of this project is $100,000.

CITY OF ELGIN: Grade, drain, base and pave the truck route on 17th Street. The estimated cost of this project is $100,000.

Omit

CITY OF HALFWAY: Grade, drain, base, pave and structure sections on various city streets. The estimated cost of this project is $100,000.

CITY OF HEPPNER: Grade, drain, base and structure, Willow Creek (Morgan Street-Heppner) Bridge section. The estimated cost of this project is $100,000.

CITY OF JOHN DAY: Grade, drain, base and structure, Canyon Creek (N.W. 3rd Avenue-John Day) Bridge section. The estimated cost of this project is $100,000.

CITY OF MILTON-FREEWATER: Grade, drain, base and curb, and pave sections of Dehaven Street and S.W. 6th Avenue. The estimated cost of this project is $70,000.

CITY OF MT. ANGEL: Grade, drain, base and pave sections on Marquam Street and Monroe Street. The estimated cost of this project is $92,000.

CITY OF PRINEVILLE: Grade, drain, base, pave and structure sections of N. Court Street, N. Durham Street and E. Fifth Street. The estimated cost of this project is $78,200.

CITY OF RICHLAND: Grade, drain, base and pave sections on various streets. The estimated cost of this project is $61,000.

CITY OF SCIO: Grade, drain, base, curb and pave the N.W. 1st Avenue-N.W. 4th Avenue section of N.W. Beech Street. The estimated cost of this project is $98,000.

Projects Requested by Road Districts

IRONSIDE ROAD DISTRICT NO. 5 (Malheur County): Grade, drain, base and pave the Shasta Creek Section of Bridgeport Road. The estimated cost of this project is $100,000.

RAINBOW LANE ROAD DISTRICT (Washington County): Grade, drain, base and pave the Rainbow Lane Loop Road. The estimated cost of this project is $100,000.

~~3,087,800~~ 3,104,800

The total estimated cost of these projects is ~~$3,392,800~~ of which ~~$2,646,384~~ will be federal costs and ~~$746,416~~ will be the responsibility of the local agencies. There will be no cost to the State.

~~2,408,484~~
2,421,744

~~679,316~~
683056

These projects will be on the agenda for the July 30 Commission meeting and I recommend your approval.

bc: C. W. Head
E. S. Hunter
H. S. Coulter
L. W. Rulien
Gary Sund
George M. Baldwin
R. L. Schroeder
V. E. Skoog
Jack Graham

HR:scr srb

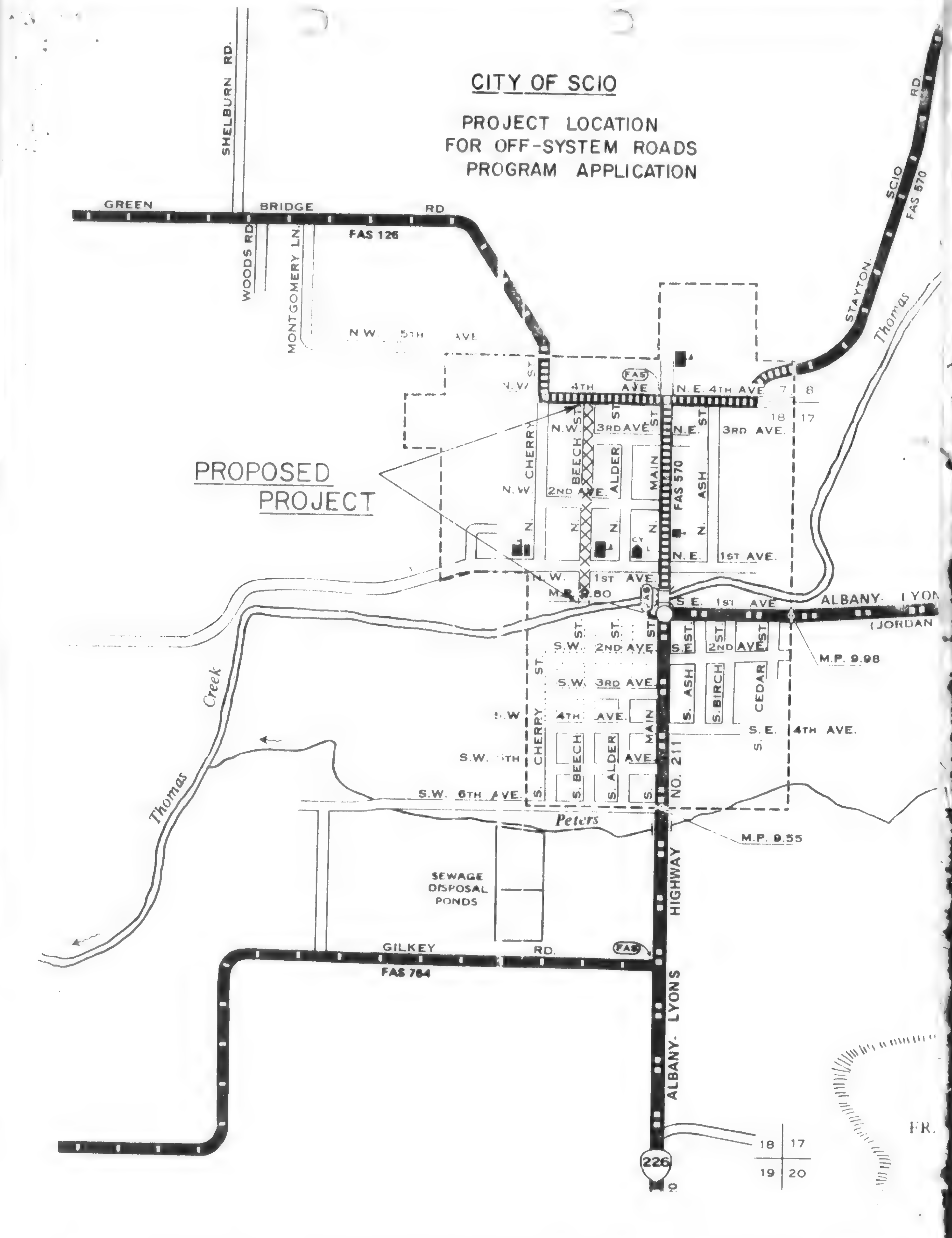
NOTED
C. W. HEAD

CITY OF SCIO
Proposed OSR Project

Project No. OS-2201(1)
N. W. Beech Street from N. W. 1st Avenue to N. W. 4th Avenue Section
Grade, Drain, Base, Pave and Curb
$98,000

Grade, drain, base and pave a street 38 feet in width between curbs. Curbs are to be included in the project. No sidewalks. Engineering is to be done by consulting firm. No additional right-of-way is required. Utilities are involved.

75-a
7/17/75



CITY OF SCIO

PROJECT LOCATION FOR OFF-SYSTEM ROADS PROGRAM APPLICATION

2[illegible]17

[illegible]t# 05-2201(1)

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date June 17, 1975

A. PROJECT IDENTIFICATION

Name of Project Nw Beech St. from 100' south of NW 1st to NW 4th Ave. (Section)

Location of Project (Highway Name) (Highway No., US - ORE)

Scio (City) Linn (County) 2 (Region)

Program Off-System Roads (Funding) $98,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: to improve drainage on the street proper and adjacent areas, to provide wider street facility with improved visibility and clearances, to provide better riding and wearing surfaces.

Origin and History: this street was dedicated as a part of the original Plat of Scio. The traveled portion as of this date consists of an oil mat surfacing with lttle or no base rock. The street South of NW 1st is a gravel surface.

C. DESCRIPTION OF PROJECT

Length 1225 ft.

Termini NW 4th Ave. and 100ft. South of NW 1st Ave.

Alignment ☐ New ☒ Existing ☐ Combined

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) 50 ft. wide x 1225 ft= 1.41 ac

Residential and School

Typical Section 38 ft curb to curb; two 11 ft lnes and parking on both sides.

Structures storm drainage line to be placed alng entire street

Characteristics (ADT) est. 200

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☒ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

The area is of a nearly level topography with grades less than 1%

Soil formation consists of the Cloquato series.

Drainage is to Thomas Creek via open ditches to the West.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land use is predominately single family residential with multiple family at the South end. An elementary school is located on the East side at the First St. end. The school playground is located on the West side of the street across from the school.

Underground utilities consist of a NW Natural Gas line along the West side; sanitary sewer; and water lines. Aerial utilities consist of power and telephone lines.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: No additional r/w required.

Consequences:

2. Estimated Changes in Traffic Patterns: Possibly slight change in access to school, allowing more manuvering space around school area.

Consequences:

3. Estimated Changes in Land Use: No changes anticipated

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: None expected

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: None expected

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern: None anticipated.

7. Potential for Controversial Issues:

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☒ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ____________________

Off-System Road Program Project # OS-2201(1)

~~COUNTY ROAD FAS-C PROJECT REQUEST~~

Name of City ~~County~~xxx Scio FAS No. N/A Date June 17, 1975
Street ~~County Road~~ Name NW Beech St.
Section Name 100' South of NW 1st to NW 4th Ave.
Type of Project Street improvement w/ curband gutter and drainage
Location of Project (Attach sketch map) ___
ADT ___ Design Speed 25

Is this request for county bridge design only? Yes ___ No x
County FAS bridge design? Yes ___ No x

I. ROAD PROJECT DATA

1. Traveled Surface: Type A. C. Width 38

2. Shoulders: Type N/A Width N/A

3. Grading & Drainage:
By County ___ County Date of Completion ___ By Contract x

4. Bottom Base Course:
By County ___ County Date of Completion ___ By Contract x
Has base design been given to County? Yes ___ No x
Will it be furnished? Yes ___ No x

5. Leveling Course:
By County ___ County Date of Completion ___ By Contract x

6. Binder Course:
By County ___ County Date of Completion ___ By Contract x

7. Traveled Surface & Shoulders:
By County ___ County Date of Completion ___ By Contract x

8. Clearing:
By County ___ County Date of Completion ___ By Contract x

9. Curbs:
Curbs Required? Yes x No ___
Type Desired (rolled, exposure, monolithic, special county standard, etc.) monolithic
Width between curbs 38

10. Are pedestrian walkways necessary? Yes ___ No x

11. Are there any structures to be replaced or altered? Yes ___ No x

12. Will replacement be by: County ___ Contract ___
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

RECEIVED
COUNTY & CITY SECTION
JUN 23 1975
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

13. **Will County adjust structure to new grade?** N/A **Yes____ No_____**

14. **Will County adjust structure to additional width?** N/A **Yes____ No_____**

15. **Will adjusted width be standard? Yes_____ No_____** N/A
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. **Does County wish rounding of cutbanks? Yes_____ No_____** N/A

17. **Does County wish sight posts installed? Yes_____ No**__x__

18. **Does County wish State to permanently** stripe **project? Yes_____ No**__x__

19. **Will County do striping? Yes_____ No**__x__

20. Does County wish guardrail installed? Yes_____ No_____ N/A
By County________ Contractor________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? N/A Yes_____ No_____
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes__x__ No_____

23. Can through traffic be detoured? Yes__x__ No_____

24. Must new detour be constructed? Yes_____ No__x__

25. Will detour be maintained by County? Yes__x__ No_____

26. Will detour be maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction?
Yes_____ No__x__

28. Will Contractor sign project outside work area during construction?
Yes__x__ No_____

29. Should contract provide for permanent signing? Yes__x__ No_____

30. Should State do permanent signing? Yes_____ No_____

31. Will traffic signals be required? Yes_____ No__x__
If yes, give location and type desired______________________________

32. Is project contingent upon other factors? Yes__x__ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain subject to grant being given under off-system road program.

Remarks re Section I:

II. BRIDGE PROJECT DATA

1. Name of river or stream

2. Name of bridge

3. Dimensions of existing bridge. Length ______ Roadway Width ______

4. Type of design and material used in existing bridge.

5. Location (please attach map with location marked):
Section ______ Township ______ Range ______ W.M.

6. Desired width of bridge
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes ____ No ____
Upstream ______ Downstream ______ Width ______

8. Does County wish a particular type of bridge design? Yes ____ No ____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes ____ No ____
Explain

10. Foundation Testing: By County? Yes ____ No ____
By State? Yes ____ No ____

11. Will County close road during construction? Yes ____ No ____

12. Can presently established road be used as detour? Yes ____ No ____

13. Must a new detour be constructed? Yes______ No______

14. Will detour be maintained by County? Yes______ No______

15. Will detour be maintained by Contractor? Yes______ No______

16. Will County sign project outside work area during construction?
Yes______ No______

17. Will Contractor sign project outside work area during construction?
Yes______ No______

18. Approaches or Connections by County Yes______ No______
by Contractor Yes______ No______
Traveled surface: Type______________ Width______________
Shoulder surface: Type______________ Width______________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes______ No______

N.W. quadrant distance from structure________________
N.E. quadrant distance from structure________________
S.W. quadrant distance from structure________________
S.E. quadrant distance from structure________________

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?

a. Water mains: Yes ________ No________ Size____________
Company____
b. Sanitary sewer mains: Yes________ No________ Size____________
Company____
c. Storm sewer: Yes________ No________ Size____________
Company____
d. Gas mains: Yes________ No________ Size____________
Company____
e. Power lines: Yes________ No________ Size____________
Company____
f. Telephone lines: Yes________ No________ Size____________
Company____
g. Other Utilities:____
____

24. Does County wish provisions made for future utility attachment to structure? Yes________ No________

25. Does County wish lightpost bases and conduit installed?
Yes________ No________

26. Does County wish complete job of illumination in project?
Yes________ No________

27. Is project contingent upon other factors? Yes_______ No_______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain:____
____
____
____

Remarks re Section II: ____
____
____
____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes______ No__x__
   By County? Yes______ No__x__
   (NOTE: a. If project is canceled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes __x__ No________

3. Construction plans and specifications to be prepared:
   By State? Yes________ No__x__
   By County? Yes________ No__x__
   By Consultant

4. Does County desire center line to be permanently monumented as part of project? Yes_______ No__x__

5. Does County desire right-of-way to be permanently monumented as part of project? Yes______ No__x__
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. **What is width of existing right-of-way? Maximum** 50' **Minimum**_______

2. Is any additional right-of-way needed? Yes_____ No x

3. Will right-of-way be acquired by: Resolution_____ or Deed______

4. Should State prepare options? Yes_____ No_____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No_____

6. Should material source site be included in right-of-way descriptions? Yes_____ No x

7. Is there any merchantable timber on right-of-way? Yes_____ No x

8. Will timber be reserved for owner? Yes_____ No_____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No x
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No x
If yes, give type and name of utility company:________________________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes x No_____
If yes, give type and name of utility company: Gas-NW Natural Gas co.; Power- PP&L; Telephone-NW Bell and Peoples;Water And sewer City

13. Are utilities on existing right-of-way by permit ______ or by franchise x
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No x
If yes, give name of irrigation company or district___________________
and dates between which water can be turned off: From______________
To_________________

15. Are there any railroad crossings? Yes_____ No x

16. Name of Railroad________________________________

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: ________________ (Left) __________________(Right)

19. Number of Trains: Passenger____________ Speed___________
Freight______________ Speed___________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV____
____
____

V. **MATERIAL SOURCES DATA**

1. Gravel ________ Quarry ________ Cinders ________
2. Owner: County ____ State ____ Private ____ Other ____
3. Location: ________ Section ____ Township ________ Range ______ W.M.
4. If County lease, what are royalty payments? ________
5. Materials furnished by County: Borrow ______ Select Topping ______
   Base Course ______ Level Course ______ Mineral Agregates ______
   Location ________
   Miscellaneous Items ________

Remarks re Section V Material sources to be arranged by Contractor

VI. **FINANCIAL DATA**

1. Estimated Cost: $ 98,000
2. Available FAS Funds $ ________
3. Does County wish advancement of future Federal funds? Yes ____ No ____
   Amount ________
4. Date match money is available July 1, 1975
5. Will there be any 100% County money? Yes ____ No x
6. Maximum amount of 100% County money available: $ ________
7. Date County requests letting: as soon as possible

Remarks re Section VI ________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ________

This application is not complete without an attached exhibit showing location of project.

By James V Waggoner Pres of Council
~~County Judge or Comm. Chairman~~

By ________
County Commissioner

By ________
County Commissioner

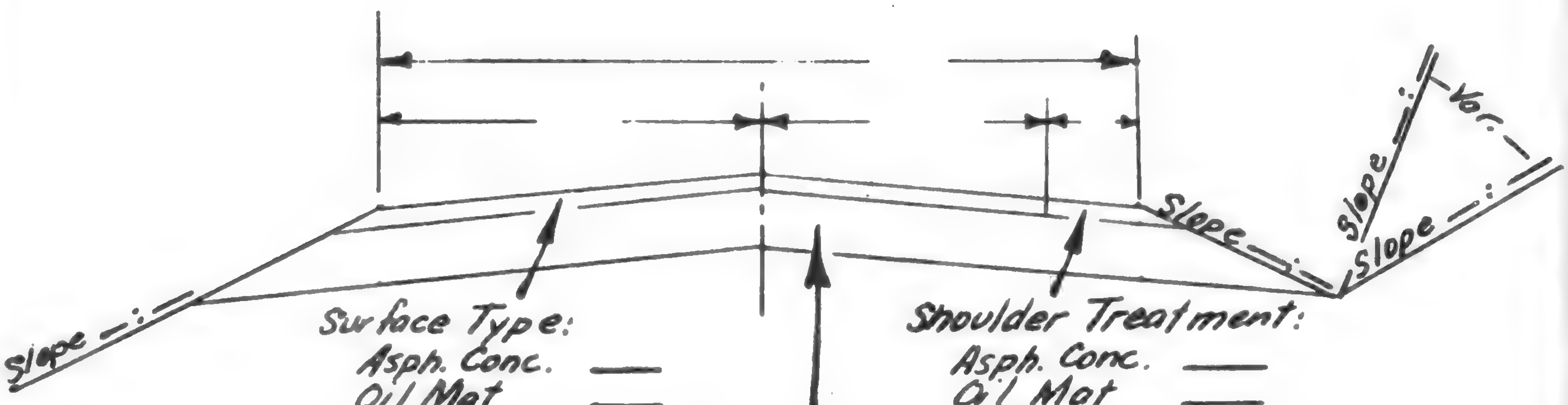
____
O.S.H.D. Field Engineer

Date ________

By Richard Deeb
~~County~~ City Engineer ~~or Roadmaster~~

County ________
Date ________

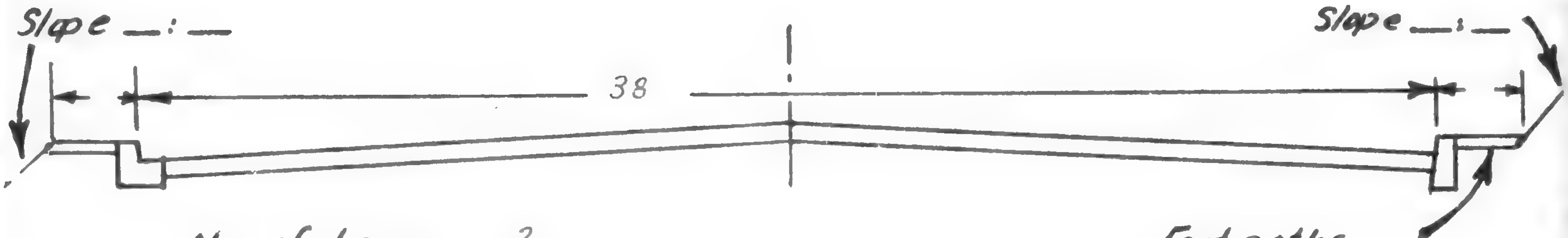
TYPICAL SECTION



Surface Type:
Asph. Conc. ___
Oil Mat ___
Other ______

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ______

Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___



No. of Lanes 2
Lane Width 11
Shoulder Width ___ or Shy Dist. from Curb 8
Median Width ______
Total Width between Curbs 38

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter X
Other ______

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: DEPARTMENT OF TRANSPORTATION

Title of Record Series: CONSTRUCTION CONTRACTS

Arrangement of Records: By contract Number

Index:

INDEXING: Begins with 8482 Ends with: 8517

FLASH CARDS:

Remarks:

Reel No. 191 Reduction Ration 21 X Project No

Camera: Name Bell & Howell Model File Master Film 16 mmm AHU

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 25 day of March 19 88 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Ronald B. Edmonds